# MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIII No. 14.

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The home of the brave and the free,
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Thy mandate makes heroes assemble,
When liberty's form stands in view;
Thy banners make tyranny tremble,
When borne by the red, white and blue.

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Baltimore, April 29, 1898.

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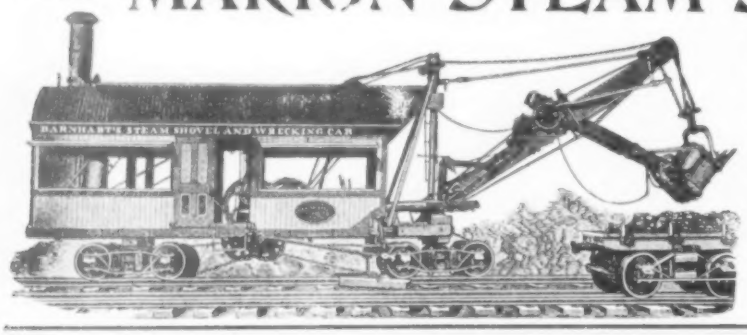


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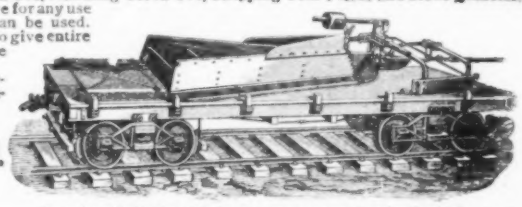

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Middletown Machine Co., Middletown, O.
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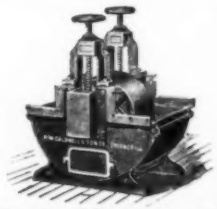

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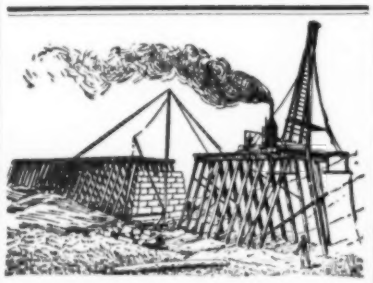

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**Steamship Lines.**
Buffalo & Cleveland Transit Co., Cleveland, O.
Richmond & York River Line, Balto., Md.
Merchants & Miners' Trans. Co., Balto., Md.
Bay Line Steamers, Baltimore, Md.
Baltimore Storage & Light. Co., Balto., Md.

**Steel.** (Manufacturers of)
Janney, Steinmetz & Co., Philadelphia, Pa.
Aetna Stand. Iron & Steel Co., Bridgeport, O.
Apollo Iron & Steel Co., Pittsburg, Pa.
Chester Steel Castings Co., Phila., Pa.
Chrome Steel Works, Brooklyn, N. Y.

**Steel.** (Safe and Vault.)
Chrome Steel Works, Brooklyn, N. Y.

**Stokers.** (Mechanical.)
Westinghouse Machine Co., Pittsburg, Pa.
The Playford Stoker Co., Cleveland, O.
J. M. Wilkinson Mfg. Co., Bridgeport, Pa.

**Stoppers and Nozzles.** (For Furnaces.)
R. B. Seidel, Philadelphia, Pa.

**Stoves.**
Broomell, Schmidt & Co., Ltd., York, Pa.

**Stoves.** (Gasoline.)
Schneider & Trenkamp Co., Cleveland, O.

**Studs, Nuts.**
Franklin S. Miles, Philadelphia, Pa.

**Switch Boards, Switches, etc.**
Crouse-Hinds Electric Co., Syracuse, N. Y.
Stanley Electric Mfg. Co., Pittsfield, Mass.
Westinghouse Elec. & Mfg. Co., Pittsburg, Pa.

**Tanks.** (Iron and Steel.)
Janney, Steinmetz & Co., Philadelphia, Pa.
The Kiechler Mfg. Co., Cincinnati, O.
The Means & Fulton Iron Works, Birmingham, Ala.
Riter-Conley Co., Pittsburg, Pa.
York Mfg. Co., York, Pa.
Broomell, Schmidt & Co., Ltd., York, Pa.
Alabama Bridge & Boil. Co., Birmingham, Ala.
Hartley's Boiler Works, Montgomery, Ala.
Lombard Iron Wks. & Sup. Co., Augusta, Ga.
Pittsburg Locomotive Wks., Pittsburg, Pa.
Birmingham Boiler Wks., Birmingham, Ala.
Tudor Boiler Mfg. Co., Cincinnati, O.
Valk & Murdoch Iron Wks., Charleston, S.C

**Tanks.** (Wood.)
G. M. Davis & Son, Palatka, Fla.
H. F. Lewis & Co., Ltd., New Orleans, La.
Cypress Lumber Co., Apalachicola, Fla.

**Tarred Goods.**
C. S. Garrett & Son, Philadelphia, Pa.

**Telephones.**
The Rawson Electric Co., Elyria, O.

**Terne Plate.**
Aetna Stand. Iron & Steel Co., Bridgeport, O.
C. M. Gilbert & Co., Savannah, Ga.

**Terra Cotta.**
Pomona Terra Cotta Co., Pomona, N. C.
V. H. Kriegshaber, Atlanta, Ga.

**Textile Machinery.** [See Cotton Mill Machinery.]
Fairmount Machine Co., Philadelphia, Pa.
J. A. Gowdey & Son, Providence, R. I.
Crompton & Knowles Loom Works, Worcester, Mass.
Curtis & Marble Mch. Co., Worcester, Mass
Branson Machine Co., Philadelphia, Pa.
Lowell Machine Shop, Lowell, Mass.
American Supply Co., Providence, R. I.
Draper Co., Hopedale, Mass.
Whitinsville Spin. Ring Co., Whitins'e, Mass
Mason Machine Works, Taunton, Mass.
Charlotte Machine Co., Charlotte, N. C.
Kilburn, Lincoln & Co., Fall River, Mass.
Providence Machine Co., Providence, R. I
Easton & Burnham Mch. Co., Pawtucket, R.I

**Tinplate.**
Aetna Stand. Iron & Steel Co., Bridgeport, O.

**Tobacco Machinery.**
Cardwell Machine Co., Richmond, Va.
Buckeye Iron and Brass Works, Dayton, O

**Tools.** (Machinists' and Mechanics'.)
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The Tampograph Co., Wilmington, Del.
Morse Twist Drill & Mch. Co., New Bedford, Mass.
The American Tool Works Co., Cincinnati, O.
Hammacher, Schlemmer & Co., New York.
Fifield Tool Co., Lowell, Mass.
Chas. H. Besly & Co., Chicago, Ill.
Henry B. Pancoast & Co., Philadelphia, Pa.

**Tools.** (Bicycle and Electrical.)
Toledo Machine & Tool Works, Toledo, O.
E. W. Bliss Co., 137 Plymouth street, Brooklyn, N. Y.

**Tools.** (Tinners.)
Niagara Machine & Tool Wks., Buffalo, N. Y.

**Torch.** (Contractors.)
Wells Light Mfg. Co., New York, N. Y.

**Towns.**
Radford Board of Trade, Radford, Va.
Charleston, S. C.

**Trust Companies.** [See Bankers and Brokers.]

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Joseph F. McCoy Co., New York, N. Y.

**Tubing.**
The Ludlow-Saylor Wire Co., St. Louis, Mo.
Chas. H. Besly & Co., Chicago, Ill.

**Turbines.** [See Water Wheels.]

**Valve.** (Slide.)
The American Balance Slide Valve Co., Jersey Shore, Pa.

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Frontier Iron Works, Detroit, Mich.
Viaduct Brass Works, Cleveland, O.
John Featherstone's Sons, Chicago, Ill.
The Fred W. Wolf Co., Chicago, Ill.
Boston Belting Co., Boston, Mass.
The Kelly & Jones Co., Greensburg, Pa.
Crosby St. Gage & Valve Co., Boston, Mass.
The Lunkenheimer Co., Cincinnati, O.
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N. J. Car Spring & Rub. Co., Jersey City, N.J
R. D. Wood & Co., Philadelphia, Pa.
Jenkins Bros., New York, N. Y.
Ludlow Valve Mfg. Co., Troy, N. Y.
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Cordesman, Meyer & Co., Cincinnati, O.
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New Jersey Zinc Co., New York, N. Y.

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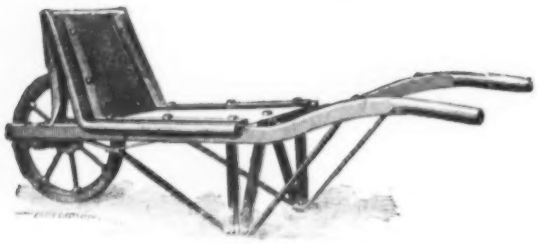

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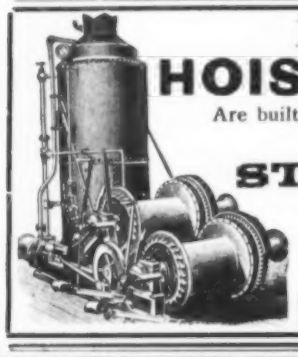

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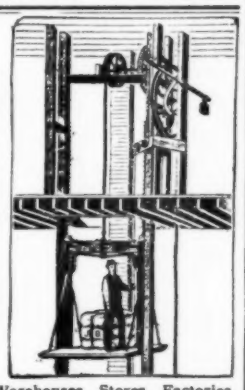

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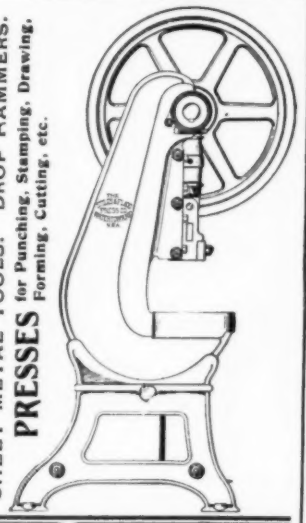

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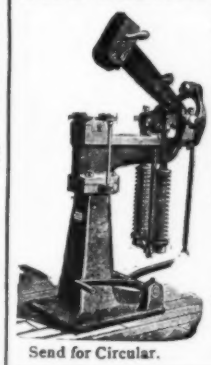

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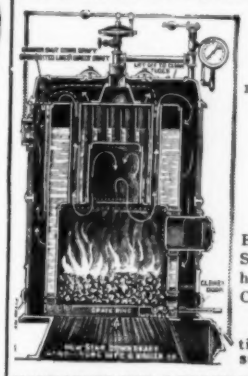

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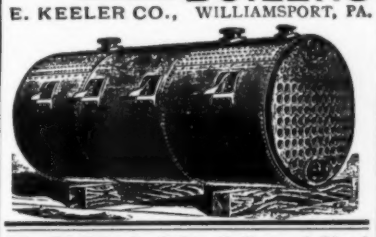

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We manufacture Steam Traps for all duties, High and Low Pressures, returning the Condensation back into Boiler or discharging to Hot Well, Tank or Atmosphere.
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TRADE MARK REGISTERED.
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See large advertisement last week and next week.

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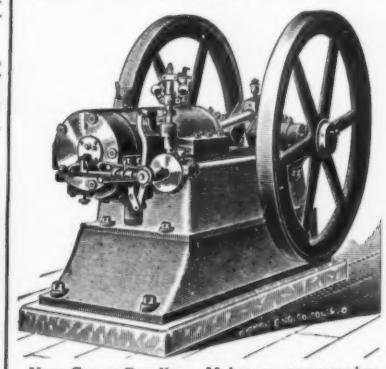

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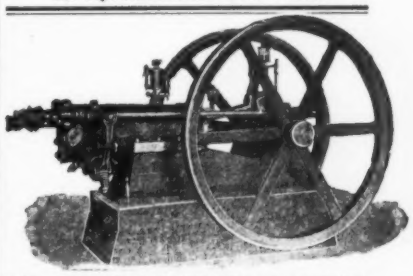

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Send for Circular. Correspondence solicited.
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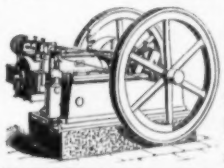

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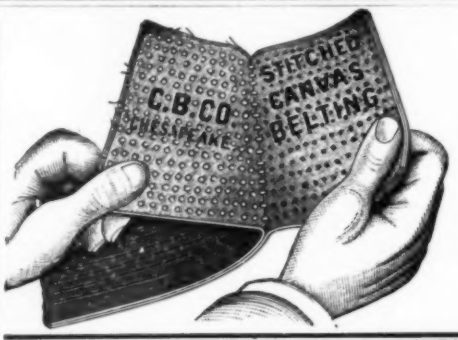


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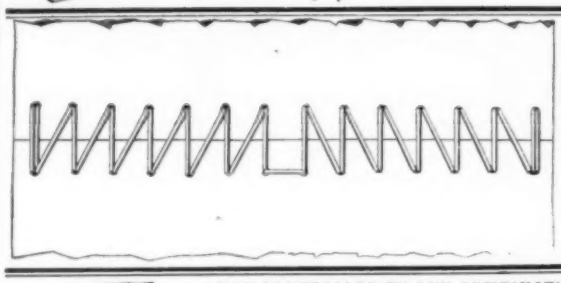

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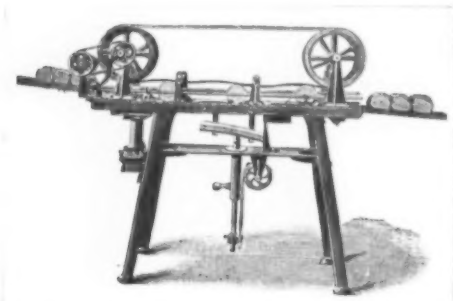

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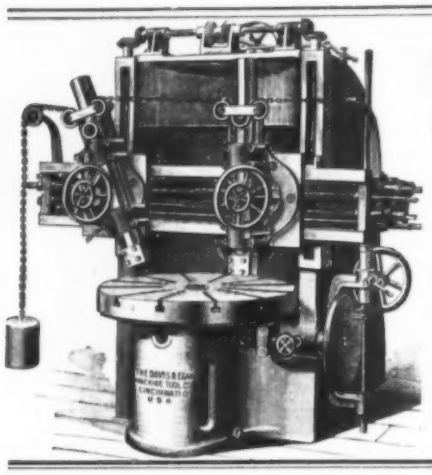

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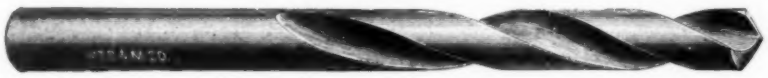

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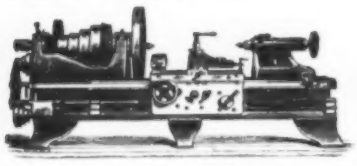

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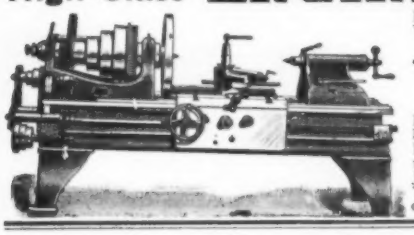

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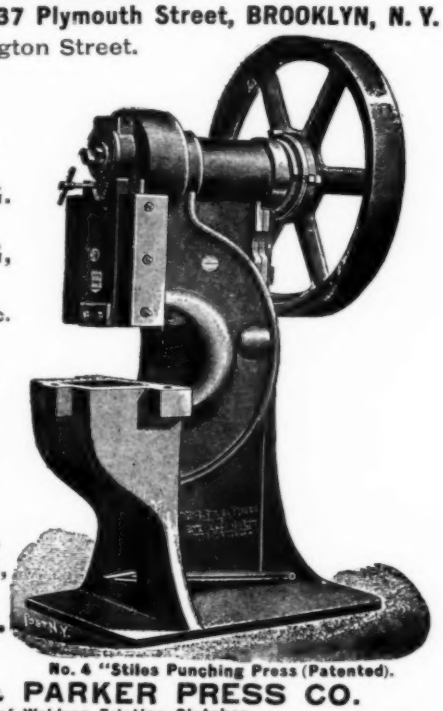

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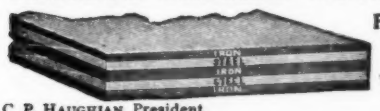


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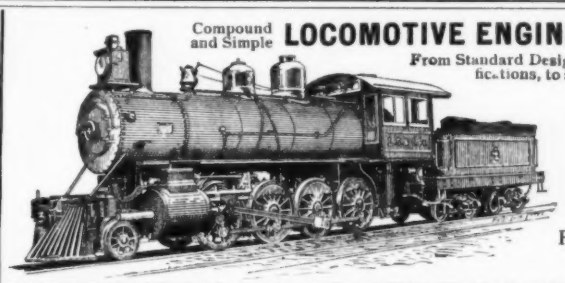

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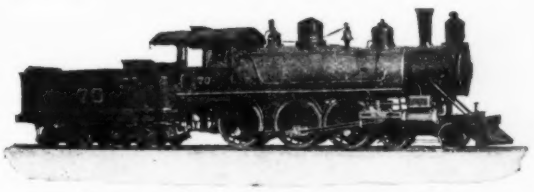

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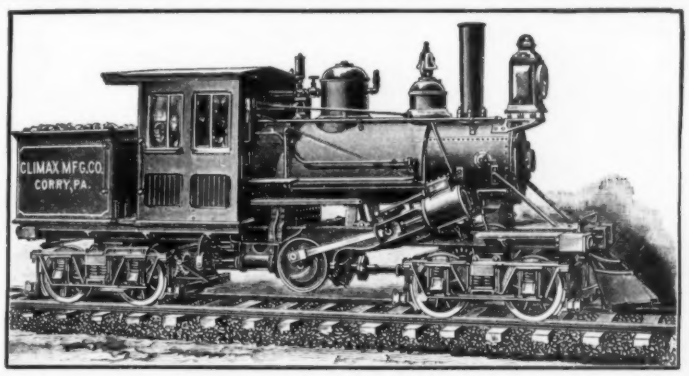


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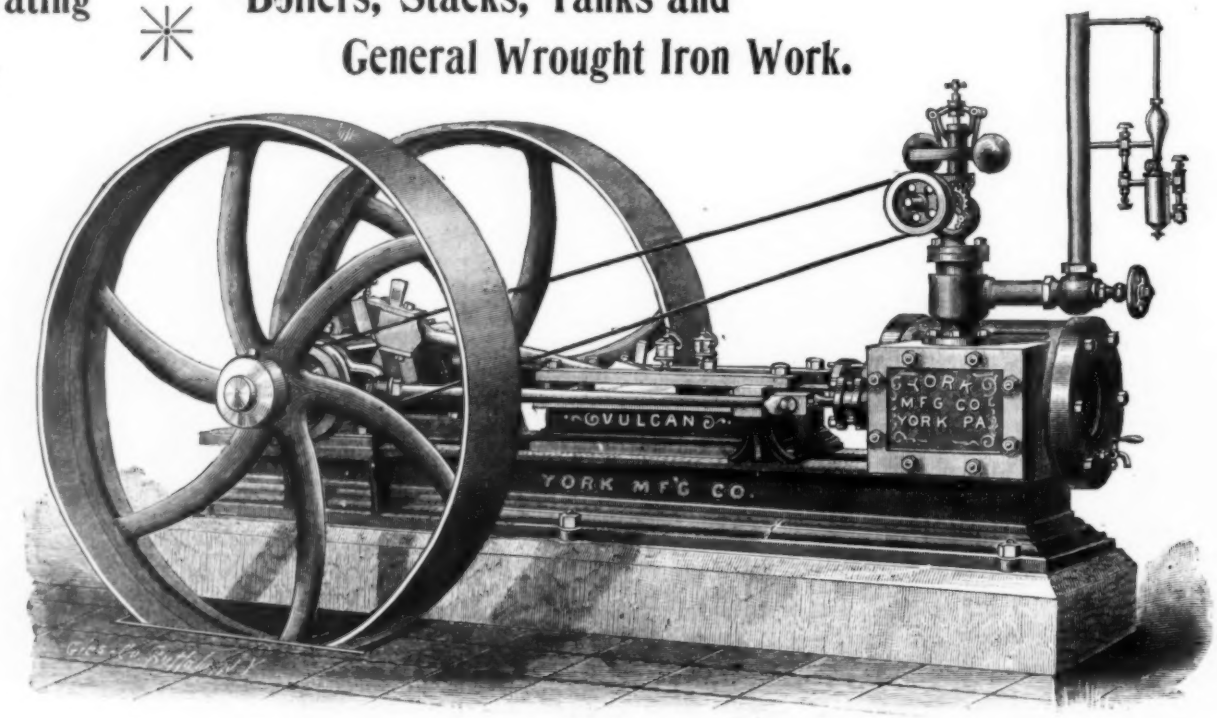


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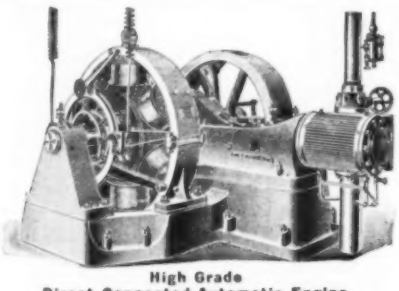

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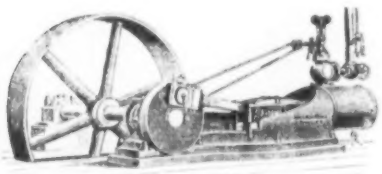

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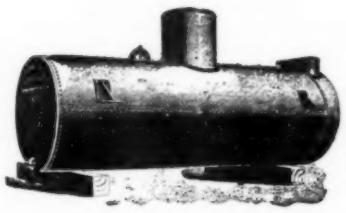
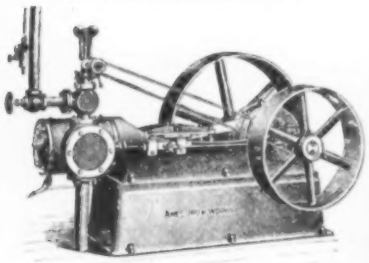
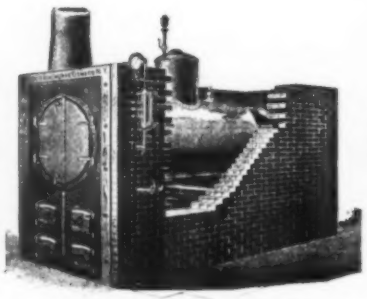
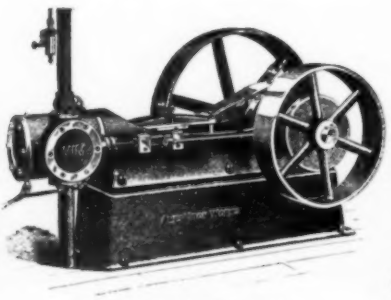




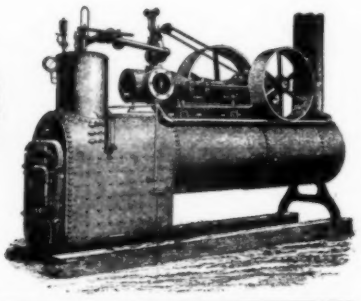
Balance Valve
Center Crank Throttling Engine.



Horizontal Tubular Boilers.



Medium Grade Automatic.



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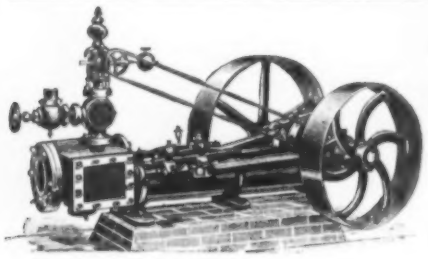

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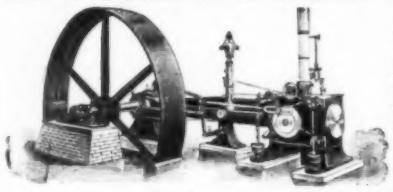

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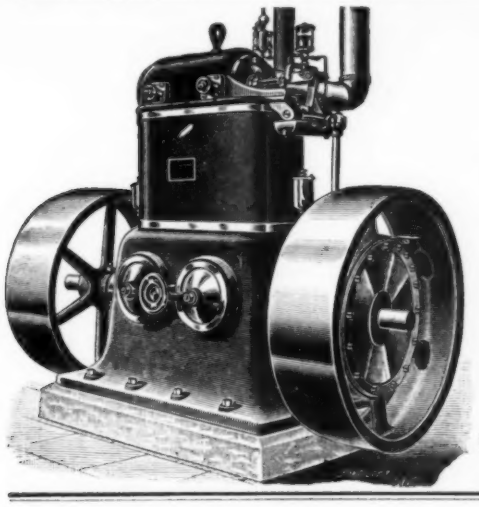

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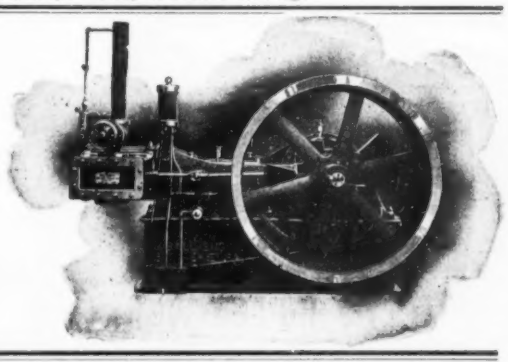

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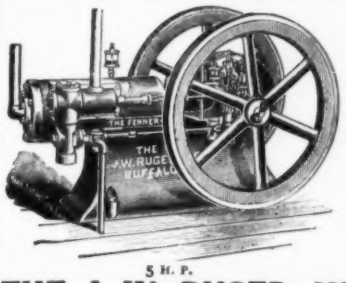


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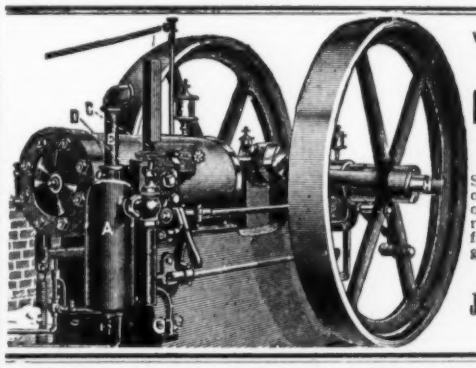


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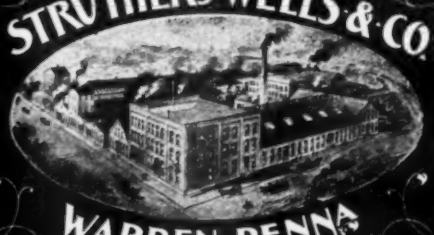

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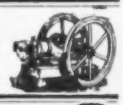

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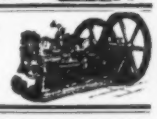

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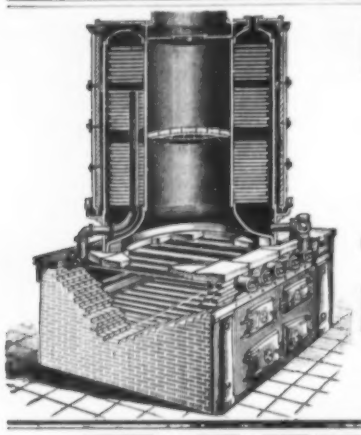

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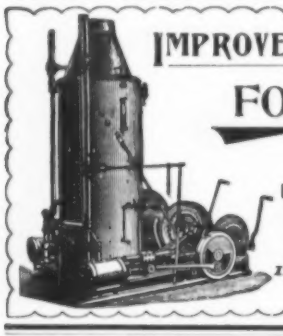

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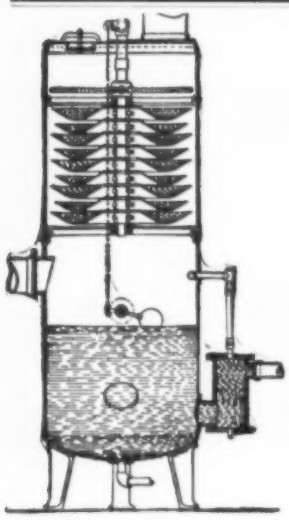

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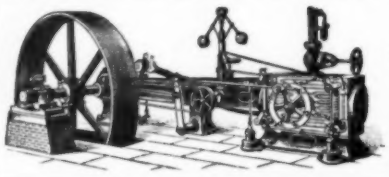

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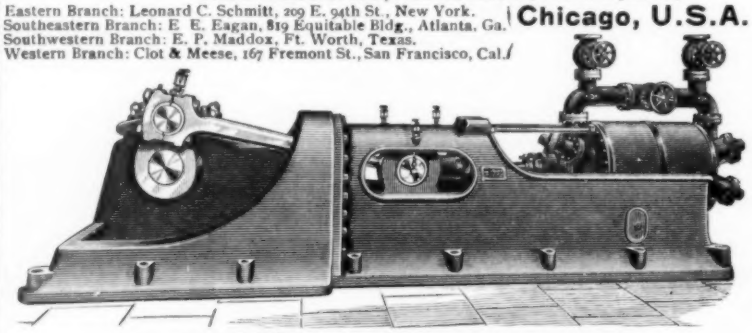

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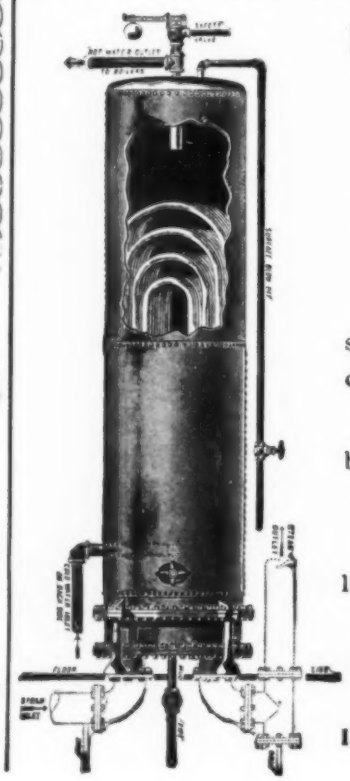

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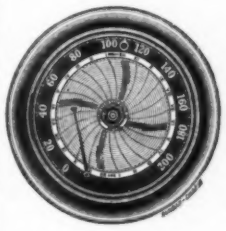

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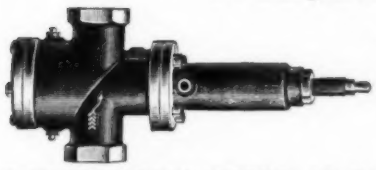

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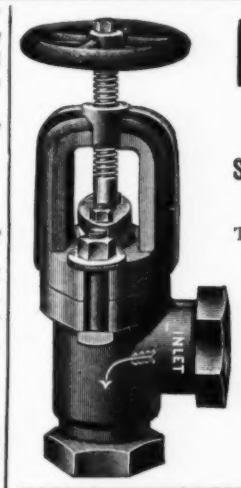


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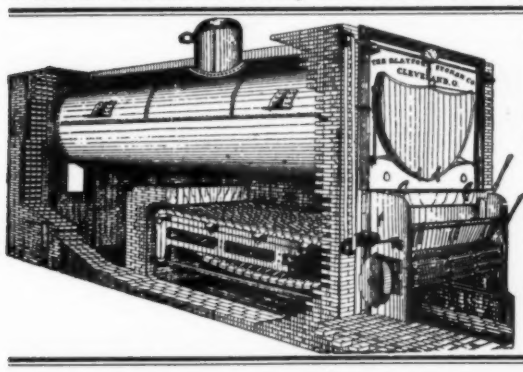

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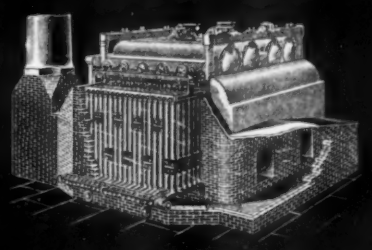

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| Class. | No. | Hands empl'd | Capital invs'd | Annual product. |
|---|---|---|---|---|
| Bag factories | 2 | 55 | 150,000 | 475,000 |
| Bagging factories | 1 | 325 | 300,000 | 350,000 |
| Barrel factories | 1 | 123 | 225,000 | 150,000 |
| Basket and willow-ware factories | 2 | 13 | 10,000 | 25,000 |
| Basket & veneer wks. | 1 | 250 | 75,000 | 125,000 |
| Breweries | 1 | 100 | 167,000 | 300,000 |
| Broom factories | 1 | 10 | 2,040 | 6,000 |
| Candy factories | 10 | 60 | 100,000 | 225,000 |
| Carriage&wagon wks. | 6 | 100 | 50,000 | 100,000 |
| Cider and vinegar | 3 | 15 | 15,000 | 35,000 |
| Cigar factories | 9 | 100 | 60,000 | 262,000 |
| Cotton factories | 7 | 645 | 600,000 | 700,000 |
| Cotton & wool pick's. | 1 | 15 | 10,000 | 30,000 |
| Cotton ties, etc. | 4 | 20 | 10,000 | 25,000 |
| Envelope & box facty. | 1 | 65 | 30,000 | 75,000 |
| Fertilizer works | 12 | 1,400 | 5,325,000 | 4,265,000 |
| Flour and grist mills | 8 | 275 | 150,000 | 700,000 |
| Foundries & iron wks. | 3 | 200 | 250,000 | 300,000 |
| Ice factories | 2 | 25 | 75,000 | 100,000 |
| Job printing and bookbinding | 6 | 180 | 325,000 | 450,000 |
| Knitting factories | 1 | 90 | 24,000 | 40,000 |
| Lead factories | 1 | 10 | 40,000 | 130,000 |
| Marble & granite wks. | 5 | 60 | 40,000 | 75,000 |
| Mattress factories | 2 | 35 | 27,000 | 70,000 |
| Men's clothing | 11 | 98 | 60,000 | 230,000 |
| Oil refineries | 1 | 5 | 20,000 | 325,000 |
| Proprietary estab'mts. | 35 | 170 | 75,000 | 150,000 |
| Rice mills | 2 | 130 | 400,000 | 1,000,000 |
| Saddleries & harness | 9 | 30 | 60,000 | 150,000 |
| Sail & awning fact'ies | 2 | 25 | 40,000 | 70,000 |
| Sash & blind factories | 5 | 320 | 350,000 | 850,000 |
| Saw and lumber mills | 8 | 350 | 300,000 | 850,000 |
| Ship and boat yards | 3 | 70 | 75,000 | 175,000 |
| Shoe factories | 1 | 45 | 25,000 | 100,000 |
| Soap and candle facty. | 1 | 15 | 25,000 | 60,000 |
| Soda water, etc. | 22 | 150 | 70,000 | 650,000 |
| Underwear factories | 3 | 150 | 100,000 | 175,000 |
| Totals | 190 | 5,617 | $9,640,000 | $14,418,000 |

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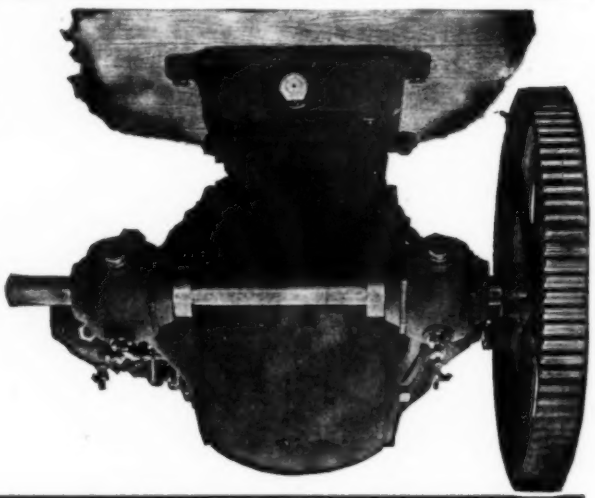

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# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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## Manufacturers' Record.

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BALTIMORE, APRIL 29, 1898.

The Southern Manufacturers' Club, of Charlotte, N. C., have very wisely instituted a freight and general information bureau for the purpose of serving the interests of Charlotte and its section. They seek by publicity to direct the attention of investors and thrifty workers to the advantages of the city and its surrounding country. They will issue a series of circulars covering the various interests. The first circular states in very succinct language a number of reasons why the industrious small farmer should make the Charlotte neighborhood his home. This is a good starter, and it is hoped that it will be followed by others equally practical, with substantial results, which will be an encouragement to similar efforts by other manufacturing centers of the South.

### Taxation in Tennessee.

A dispatch from Nashville says that there is no likelihood of a settlement by compromise of the dispute between the railroad commissioners and the board of equalizers of Tennessee and the railroad companies whose taxable valuation was so radically increased. The extra session of the legislature was called for the purpose, largely, of meeting the embarrassment which had arisen from the dispute about taxation. The legislature authorized a compromise, but doubt is now expressed as to the constitutionality of the compromise resolution, inasmuch as the subject was not included in the governor's call. This is exceedingly unfortunate, but it reopens for consideration by the industrial convention, to meet next month at Nashville, a matter which must be settled if the convention expects to accomplish any practical good. The inequalities of taxation in Tennessee are to be considered at that convention, doubtless means will be devised for removing them as far as possible, and there is no better example of the ill effects of the working of the present law than this dispute between the railroad commissioners and the railroads. The dispute should be settled speedily.

### IN WAR PREPARE FOR PEACE.

Now that war has begun, it is the duty of the American people to do all within their power for its speedy and satisfactory termination. In private and in public, in Congress and out of Congress, they must sink personal or party considerations in the united purpose to uphold the hands of the administration in its conduct of affairs. Their efforts in that direction, however, should not produce the slightest diminution in the energies which contribute to the country's material progress.

In this the South has opportunity for the display of a magnificent example to the rest of the country.

There will be felt most acutely the temporary interference with commerce, and the consequent interruption of dependent trade, the effects in business circles of alarms at seaports, and in the mass, of excitement about actual news and wild rumors and the possible disinclination of capital to make new ventures.

That the South will meet the first demand has already been demonstrated in the alacrity with which the militia of the several States and men not in the ranks have volunteered their services for the war. That the second emergency be met with equal promptness and faced with unwavering purpose is an imperative duty, and a duty with a promising prospect.

In the first place, the menace to commerce because of the proximity of hostilities is discounted by the fact that its carriers are principally under the flags of non-participant nations. It and the coastwise trade need not suffer as much from the war as they might from a yellow-fever scare similar to that of last summer. Even should the temporary impediment be greater than is now expected, it cannot destroy the natural advantages of location and quick communication with centers of production now enjoyed by Southern ports, and it were better for a port to fail for the moment in its efforts to maintain its growing prestige than to permit without resistance its logical traffic to be diverted elsewhere.

Public improvements, either contemplated or under way, are just as necessary now as they were a month ago, if not more so. Especially in those cities where large bodies of troops have been concentrated, good lighting, clean streets and thorough sewerage are absolutely essential to public health and comfort, and in others their importance will not be diminished by wars or rumors of wars.

The extension of railroads or the perfection of those now in operation, the work in mines and forests and the operations of foundries and factories are likely to be accelerated rather than retarded, and consequently thousands of men will have a greater purchasing power.

The manufacture of cotton must continue after the war, even though it be suspended, as is not likely, during the contest, and the reasons for improving old mills and building and equipping new ones are just as strong as ever.

There may be slight demoralization at times in all lines of endeavor. That is to be expected. But the shrewd investor or the thrifty business man looks not to temporary conditions, but to the future. There is danger that in hesitation because of the war to use his capital in creative undertakings, or to continue his ventures because of threatened dullness in trade, a man may lose advantages which may be eagerly seized by a competitor.

Because the South has so much to gain by courage and calmness in the present situation, and so much to lose in uncertainty and doubt, it is incumbent upon its people, above all others, to maintain a steady nerve in business and industry and as much as lieth in them to go about their affairs as though the whole world was at peace. Their confidence will be imparted to men in other sections, who look to the South for rich returns from their investments, and will materially help to sustain the steadiness of all undertakings which work for the development of the country.

The men who exert themselves to keep the wheels of industry in motion, to prevent cessation of the usual trade activities, to encourage the development of public or private improvements requiring investments of local or foreign capital, will render just as patriotic service as those who serve their country under arms.

Here is the supreme task of the South.

The South will do its duty.

### The South by Comparison.

As an indication of the increased importance of the South as a cotton-manufacturing region, the latest bulletin of the Massachusetts bureau of statistics is timely and valuable. Massachusetts and the South are compared by the census years 1880 and 1890, relating to the cost of manufacture, cost of fuel and percentages of motive power, percentages of stock and wages of product and average weekly earnings. These data are rather of a reminiscent order, and are of value principally in tracing the earlier stages of the development of the industry. A portion of the publication, though, being comparative statistics for 1896 of percentages of persons employed and of wages paid per day in Massachusetts and North Carolina, two typical States of their respective sections, is exceedingly useful, as it is a beginning of a basis for comparison, though it should not be given the importance which it seems to have in certain quarters of New England. We think that the bulletin is incorrect in asserting that the principal advantage in the South over Massachusetts lies in long hours and low wages. As we have repeatedly said, long hours and low wages are an advantage, but how much of an advantage is not shown in the statistics of the bulletin. That publication says:

> But nominal wages, from the manufacturers' standpoint, do not show labor cost, and as far as the industry as a whole is concerned, the labor cost, when computed per spindle, does not show nearly so wide a variation; while if the total cost of labor and stock be computed as a percentage upon the output, the difference between the States is still less. This statement is based, of course, upon the only existing official figures, and applies to the industry as a whole, and not to particular mills or particular kinds of goods; nor from the standpoint of the operatives do nominal wages or money earnings show what is actually obtained. This depends upon the cost of living, which, under the present standard, is probably less in the South, taking everything in consideration, than in Massachusetts. Taxes are lower in the South, but interest charges are higher.

The bulletin expresses the belief that the advantage in cost of power is very slight; that the proximity of Southern mills to cotton-fields is largely offset by higher freight rates than other factors, and that Southern mills are at a greater distance from the centers of the distribution of the product and also from the sources whence machinery and supplies must be obtained, than Massachusetts mills.

We think that these ideas may be subject to modification upon a closer examination, but to a certain extent we agree with the statement "that to say that Southern competition was the cause of the conditions surrounding the industry in Massachusetts in 1897 seems altogether too strong a statement, and to say that under those conditions Southern competition was not felt is also wide of the truth." That is a reasonable view of the condition in Massachusetts, a view which the Manufacturers' Record has endeavored to emphasize. The more correct state-

ment, possibly, would be that the effects of the artificial maintenance for many years of unnatural conditions in Massachusetts have enabled the Southern industry to realize more fully than ever the benefits of its natural advantages. Southern competition is not the cause of the conditions surrounding the industry of Massachusetts, but it is a decided factor in them. The situation is merely the result of the natural process, which, while it may retard the further development of the industry in New England, will certainly tend to increase its importance in the South.

## Sapping Material Interests.

In his annual report for 1897, the auditor of the State of North Carolina dwells at some length upon the decline in taxable values. According to his figures, the value of real and personal property in 1897 was $229,854,409, a decrease from 1896 of $1,006,722. The value of railroad, telegraph, steamboat and canal property in 1897 was $29,157,099, an increase in value from 1896 of $2,581,002. The enhanced valuation of the latter properties makes a net increase in the State of $1,574,280. The report says that the decline in values of real and personalty property has persisted since 1891, in spite of the fact that there has been an appreciable increase of business investment, factory building, municipal improvements, etc. The auditor endeavors to discover the causes for such conditions, and reckons among those which may be dealt with effectively by the State, "the flagrantly apparent carelessness and incapacity of a considerable number of those to whom is entrusted the work and duty of primarily listing property for taxation. A statement of fact cannot be violated that too often a list-taker is a man who 'gets a little job' rather than a man who is qualified for this very important work of the State. The general consequence is an irregularity in the annual returns of tangible and immovable property that is astonishing."

No better text than these sentences could be desired for the campaign of those responsible persons of a State who are interested in its full and perfect development. A decrease in taxable basis, if it does not mean a higher rate of taxation, certainly means less revenue for the public-school fund and other funds devoted to the welfare of the State. That such a decrease should be due to the fact that a list-taker is appointed for political rather than for practical purposes is not surprising. It may be safely asserted that wherever such a rule of appointment prevails, whether in municipal, State or federal government, the real interests of the people will ultimately suffer. The curse of the politician has been felt in North Carolina as in other States, and these words of the auditor should be carefully considered and promptly acted upon by every citizen of North Carolina who wsihes his State to go forward on safe and reasonable lines.

## Maintaining Its Record.

In his annual report to the stockholders of the Graniteville Manufacturing Co., of Augusta, Ga., President H. H. Hickman says:

The mills have been operated successfully during the year—no accidents or loss of time. We are fortunate in having able and efficient help. From superintendent down, all have been attentive to duty and worked with willing hands. We have made some losses, much more than usual, although small considering the hard times and the fact that all of our product is sold without guarantee. Our spindles have earned $92,229.49. After charging off all operating expenses, interest, taxes, insurance, school contribution, attorney's fees and all losses, our net earnings are $65,100.48, which is more than 10 per cent. on the capital stock.

This showing is made in the face of the fact that interest and insurance have been heavier than usual on account of large purchases of cotton and holding of goods. The two mills consumed 15,111 bales, Graniteville using 430 bales more and Vaucluse Mill using 250 bales less than last year. The production of the two mills equalled 20,584,122 yards of cloth. The total profits were $92,229.49. From the net profits $60,000 were paid in dividends and $3415.25 were paid for new machinery. Contrasted with the experience of mills in other parts of the country, that of the Graniteville Company is remarkably gratifying to everybody who is watching the steady growth of textile industry in the South, both in the construction of new mills and in the maintenance of the profits of the old ones.

## Turning to Linen.

That New England has not been entirely demoralized by recent manifestations in textile industry, and that its people realize that the difficulties of that section may be overcome by the ingenuity which has for a century maintained its position as a manufacturer, in spite of natural disadvantages, is demonstrated by the tenor of a paper presented at the Boston meeting of the New England Cotton Manufacturers' Association by Mr. Jones S. Davis, of Holyoke, Mass. He alluded to the fact that Southern competition in the manufacture of coarser cottons had been mentioned with growing emphasis for several years past. He said that some of the causes of this were well known, while others were only vaguely apprehended, even by Southerners themselves, but that it was for the New Englanders to inquire what they should do about it. He advocated, as one means of meeting the situation, experiments in the development of the manufacture of linen. In an exceedingly interesting style he set forth the reasons for the belief that this industry is certain to become one of the chief industries of the United States. He expressed surprise that for the lack of it this country is paying an annual tribute of $50,000,000 to European countries, when all that is needed is "that Yankee spirit of enterprise and eagerness for accomplishing great things that made our country what it is." After detailing the plan for experiments and predicting certain success, he said:

As fast as the space now occupied by coarser cotton machinery can be utilized by linen machinery the cotton machinery should be transferred to the South, where mills should be established or acquired by the association. This double plan will secure to New England the great and remunerative linen industry to take the place of the coarser cotton manufacture that you are bound to lose in the end anyway, and will enable New England capital and brains to compete on equal terms on its own ground with the South, that is taking the coarser cottons from us on account, chiefly, of certain distinct local advantages, as we believe.

We suggest that as the South has large areas capable of producing flax, Kentucky, for instance, having at one time been the great flax producer of the country, it might be well for the manufacturers of that section to begin a little experimentation on their own account. No one doubts that the South is capabe of accomplishing just as much with cotton as New England has accomplished. Is it not possible for it to do the same where linen is concerned?

Such actions as that of John Jacob Astor, who, in addition to offering free transportation for troops over his railroads, tendering the use of his yacht to the government, has volunteered to furnish and equip a battery of artillery for service in Cuba, are called to the attention of those unhappy individuals who may still have a lurking feeling of hostility to millionaires.

## Cattle in the South.

In many parts of the South there is an increasing interest in cattle-raising. By this is not meant the large ranch undertakings in Texas, or the care of two or three cattle as a side issue on farms, but a systematic enlargement of operations on a large scale in such States as Georgia, Louisiana, Mississippi and Tennessee. This industry has apparently received its impetus from demands on the part of ranches in Kansas, Indian Territory and the Northwest for young stock to be fed and turned into beef for consumption in Eastern and even in Southern markets. During the past year or eighteen months thousands of head of stock have been gathered and shipped to distant points and the business is still under way.

This may be regarded as an indication of a change in Southern methods which will have a momentous effect upon agriculture in that section. It is an easy step for an intelligent man, noting the profits in beef in spite of transporting the stock twice, to turn his attention from the mere gathering of the stock in bunches here and there throughout a State and driving them to the stockyard at the railroad station, to gathering them upon his own farm to be fed there for slaughter either in a nearby town or at a distance. Especial attention is given to this subject in the May number of the Southern Farm Magazine of Baltimore.

The leading article, by Col. J. B. Killebrew, deals with the various grades of cattle in Tennessee, which make it a typical Southern State in this respect, and the paper will be found to be exceedingly readable and suggestive by agriculturists in all parts of the South.

Another paper, by Mr. George F. Weston, superintendent of the Biltmore Farms, North Carolina, relates to the production of Southern beef. Mr. Weston from a fund of experience presents practical reasons to Southern farmers why they should turn their attention to this line.

Cattle-raising offers an opportunity for turning into a profitable channel much of the energy which has been directed to the cultivation of an overcrop of cotton—profitable not only in producing marketable meat, but also in enriching the land and especially in limiting the cotton acreage by a perfectly natural and reasonable process. The South is a land for cattle-raising and cattle-feeding.

The Southern Farm Magazine is published by the Manufacturers' Record Publishing Co., Baltimore, Md. One dollar a year.

## Literary Notes.

The First Republic in America. By Alexander Brown, D. C. L. Publishers, Houghton, Mifflin & Co., Boston and New York. Price $7.50.

For several years Dr. Brown has been doing most valuable work in American history, and this volume, "an account of the origin of this nation written from the records then (1624) concealed by the council rather than for the histories then licensed by the crown," as the author phrases it, is a typical result of his painstaking, conscientious and far-reaching investigations. Unfortunately for the science of history, when this country declared its political independence of Great Britain there was an unconscious declaration of independence of Great Britain and the rest of Europe in writing what has long passed as history of America. Even where advantage has been taken of the records, to be found only in England, they have been used only to strengthen the traditional and generally incorrect conceptions of the American past. For instance, as Dr. Brown points out, the works of that vigorous romancer and adventurer, Capt. John Smith, have usually been the basis of writings dealing with the origin of civilization in this country. He has more than once paid his respects to the alleged historian who is supposed to have been saved by Pocohontas. The Indian maiden may have saved Capt. John Smith's life, but Dr. Brown now comes forth with a powerful club to end his usefulness as a historian on the ground that "few men in any age have been more overrated than Capt. John Smith; no event in modern times more ungenerously considered than the founding of this nation and no men more unjustly treated in history than those who really accomplished that task." With this dominant idea, and from material drawn from the records of the Virginia Company, of London, Dr. Brown sets forth in detail many interesting and valuable facts showing the development of the popular idea in government of the colony before the meeting of the famous Assembly of 1619. He shows that the origin of the republican idea in Virginia dates not from the stamp act of 1765, from the changing of the capital in 1748, from Bacon's rebellion in 1676, or from first General Assembly, but that the seed was really sown in the petitions from planters in Virginia and in the reports from Virginia made in 1608 by Archer, Martin, Newport, Radcliffe and others, which caused the managers of enterprise in England to condemn "the King's faction-producing form of government," and to procure in lieu of the royal charter of 1606 the popular charters of 1609 and 1612, which finally afforded Sir Edwin Sandys and other progressive thinkers the opportunity to develop their liberal ideas of government in the New World. The work, though coming from Virginia, is not interesting to the people of that State and their descendants alone. The vital theories underlying the constitution cannot be understood without a thorough comprehension of the great part played by Virginia in colonial days, and that part cannot be understood without the knowledge conveyed in the "First Republic in America." Therefore, the students of American history, as well as persons of general culture, will find in the volume a mine of information and of valuable suggestions.

Workingmen's Insurance. By Wm. F. Willoughby. Publishers, Thomas Y. Crowell & Co., New York and Boston. Price $1.75.

In his work abroad as an agent of the United States department of labor, Mr. Willoughby has been brought into direct relations with officials connected with foreign insurance institutions, and has thus secured from primary sources of information and by personal investigation the material upon which this most painstaking and exhaustive examination of the problem of the insurance of workingmen against accidents, sickness and old age has been based. The author has not limited himself to the foreign field, but uses the material there obtained as a means

of comparative study of progress made in the United States in this field. His study includes an examination of the various systems of employes, relief departments organized by railway corporations in this country and Europe, or by other large employers of labor, the insurance work of labor organizations in the United States, and that of friendly and other mutual aid societies. The work is of value not only to students of social conditions, but to persons practically concerned with the management of insurance and relief institutions. The good and the bad features of each system are examined and an effort is made to set forth the correct principles that should be observed in institutions of this kind. Mr. Willoughby's examination of the vexed question of employer's liability is of special interest.

Among the notable features of the May Ladies' Home Journal are an illustrated article on Joseph Jefferson at home, "After-Dinner Stories," a page of brightly-told anecdotes of prominent personages, and Rudyard Kipling's famous Jubilee hymn, "Recessional," set to music by Reginald de Koven. "A Cabinet Member's Wife" gives further interesting glimpses of Washington social-official life, and another view "Inside of a Hundred Homes" is afforded. The second instalment of Julia Magruder's novelette, "A Heaven-Kissing Hill," and "His Children" give an interesting variety of fiction.

At a moment when war and all its appliances and aspects have an especial interest, no doubt the first thing turned to in McClure's Magazine for May will be Rudyard Kipling's poem on the torpedo. Mr. Kipling has found an idea of just the sort he loves, and developed thereon a poem in his noblest manner—majestic in movement, felicitous and dramatic in description, and mystical and deep-searching in sentiment.

## LIBERTY AND LAW.

### The Text of Mr. Edward Atkinson's Address at Atlanta.

Upon the invitation of the Chamber of Commerce, Mr. Edward Atkinson, of Boston, Mass., delivered Thursday week a lengthy address, which will undoubtedly be widely quoted and provoke general comment. He took the ground that commerce rested upon the fundamental concepts of liberty and law. The subsidiary details, he said, were: "First—Good public credit. Do you expect to get that when, under the disguise of an act for the free coinage of silver, your own legislators support a force bill, by which you may be enabled to force an undervalued or underweighted coin upon an unwilling creditor? All coin attains its value from the weight of metal in it. You cannot force cheap money on creditors, because, after a little experience, no one will trust you on such a basis. Why should they? As to this matter of free coinage, we stand ready to support an act for the free coinage either of gold, silver, copper or nickel, provided creditors, as well as debtors, are given their free choice in which specific coin to make their contracts. There is no danger in free coinage. Coinage is nothing but the manufacture of coins. The danger and fraud come in the legal-tender provision. A legal-tender act is a force bill which destroys freedom of contract and thereby destroys the credit which is more necessary to a State where capital is not yet abundant than to the other State where there is a surplus of capital. Legal-tender acts were born in fraud and have been nursed in corruption down to the present day. What a travesty upon democracy, that men who are called democrats, especially Southern democrats, should support a force bill destroying the liberty of contract! The case is too absurd to need any further argument among intelligent men.

"Second—You need a well-developed banking system. In that you have taken a long lead, in which we of Massachusetts will follow. You have contested the lawful power of the nation to deprive you of your own right to organize your own banks in your own service in your own way. That is a right method. You have our sympathy.

"Third—In the development of manufactures you need men of trained skill and capacity, manual, mechanical and mental alike. You need them now on your fields, in your workshops and in your factories. You can develop such men among yourselves slowly and surely. You are beginning to do it in your agricultural experiment station and in your technical schools in the manual arts, yet more in the schools for the colored people, which devote themselves largely to manual and mechanical instruction. But you cannot wait. You invite men to come from other States. What inducement do you offer to men whom you now need who may migrate from other States?"

He mentioned certain obstacles to immigration and suggested the value of having small centers of some specific art or manufacture in the State, and said:

"This crisis in cotton manufacturing is much deeper than the mere question between the North and the South. The first great Southern invention in the improvement of cotton, the making of the cylinder bale, will do away with more than half of the alleged disadvantage of New England in point of distance. It brings all the New England cotton factories half-way down to the cotton-fields, and in respect to the long-staple Texas and Mississippi cotton, which are absolutely necessary in fine spinning, it brings New Bedford nearer the cotton than any of your mills on the Piedmont plateau. Other inventions of as great or even greater importance are now in the air. Under these conditions there will be a survival of the fittest. Old mills in New England which are without sufficient capital for the renewal of the machinery will go to the wall. New mills, especially isolated corporation mills without sufficient capital to work them in the South, and without the one-man power and interest of personal ownership to operate them, will also go to the wall. The miscellaneous stockholders in the isolated or small cotton factory will get the experience, and the man of brains who succeeds either in the North or in the South will get the mill. What we really need in order to overcome this temporary overproduction of cotton fabrics is a removal of the obstructive duties which now stand in the way of payment for exports. The great populations of Asia and Africa, the lesser populations of Polynesia and South America, the non-machine-using countries of the world, are ill clad. They crave the very cotton goods which are of easiest and surest success in Southern mills. They stand ready to exchange their wool, their hemp, their ores, and a vast quantity of the lesser commodities which enter into the processes of our own domestic manufacture for the fabrics which we can make in our cotton factories. We put a heavy fine upon them for attempting to supply us with what we want, and we call that protection to domestic industry. The chief effect of recent measures in the way of protection has been to increase the number of the nomadic sheep in our far-distant Western States and in California, which are called the 'hoofed locusts,' because, as they pass over the mountain and hillsides, they destroy the forests and even destroy the soil for a long period on which forests might again clothe the hills. And that again is called protection!"

He concluded with a presentation of the race question, and said: "The collective white man is far in advance of the collective negro, but are there not a few negroes who have surpassed the greater number of white men in their progress? There are many white men who may be selected who surpass proportionately any number of negroes that could be selected for eminent leadership. Are there not a few negroes who, in their day and generation, and in what they are now accomplishing, are the peers of almost any white man? It will take a century to determine what shall be the issue of this bringing together of all the races of men under one system of public law in one dominion. All that we in our day and generation can do is to respect the rights of men without distinction of race, nationality, color or previous condition."

## GEORGE DRAPER IN BRONZE.

### Gift to the Pennsylvania Museum and School of Industrial Art.

As an outcome of the last meeting of the New England Cotton Manufacturers' Association in Philadelphia a handsomely executed bust of George Draper, presented by the association, was unveiled at the Philadelphia Museum and School of Industrial Art on April 16. Addresses were made by C. J. H. Woodbury, secretary of the association; Charles H. Harding, of the board of trustees of the school, and Albert Clarke, secretary of the Home Market Club of Philadelphia, and letters were read from President Russell W. Eaton, of the association, and Arthur H. Lowe, ex-president. In his letter Mr. Eaton said:

"The Philadelphia Textile School and the School of Industrial Art, while teaching young men the established mechanical principles of the craft, adds to this a training of the eye and hand and mind in the pursuit of the beautiful. This school can send out young men filled with a desire to make fabrics which shall be strong and durable where these qualities are needed, and also beautiful in design. It cannot be but that their work and influence will affect our industry, increasing each year with the life of the school. Let us not forget that it is natural for us to follow in the well-trodden paths, to do as we have always done, and that progress comes from individuals who are not satisfied with present methods and who have the courage to step outside them. The Philadelphia Textile School can train young men to do this very thing.

"It is needed—progress comes through individuals.

"I know of no one in New England who has been identified with more of the radical improvements in cotton manufacture than Mr. George Draper. There are undoubtedly those who will relate to you at length his life work, but among New England manufacturers it is unnecessary. We therefore hope that this testimonial, taking the form that it does, will serve not only to show the managers and the friends of the School of Industrial Art how thoroughly our association sympathizes with and appreciates its work, but also will act as an incentive to the young men of the school to do original and progressive work for the cotton industry."

The base of the bust is inscribed as follows:

On the front—"A testimonial to the Philadelphia Textile School, in commemoration of the sixty-third meeting of the New England Cotton Manufacturers' Association, October, 1897."

On the right—"George Draper, 1817-1887."

On the left—"Mechanic, inventor, manufacturer, publicist."

## HIGHER PRICE FOR COTTON.

### An Effect of the Introduction of the Round Bale Press.

In a letter to the Manufacturers' Record, Mr. A. Olsen, of Elliott, Miss., writes: "I consider the round-bale system a great advantage to the cotton grower. After operating a press the last season I am prepared to speak from experience. After starting up my plant last fall I had only ginned 330 bales when my gin caught fire on October 29 and burned down, with a complete loss of everything except the forty round bales, which did not burn, and the engine and boiler and press, which was standing on a brick foundation. I began rebuilding on the 9th of November, and on the 3d of December I began ginning again. I wound up the season with 1221 bales. Had I not met with the loss by fire I believe that I would have ginned from 2000 to 2500 bales.

"I have been running a public gin at this point for the last five years. My ginning would run from 350 to 600 bales on the square-bale system. I bought the cotton from customers and paid them three-eighths to five-eighths cent more than the same class of cotton was bringing in the square bale in our local markets. I find the system has grown so much in favor with the cotton growers generally around this section that I will be compelled to put in a double press the coming season in order to do the work. I sold all my cotton to the American Cotton Co. same day as bought, thus avoiding any loss whatever by declining prices, and have found them to be straightforward and honest in all of our transactions."

### Debt Due to Railroads.

At the annual meeting of the Little Rock Board of Trade the president, Mr. Morris Cohn, reviewing the work of the year, said:

"For all that, we owe a great deal to the railroads we have. They have freely aided us in our efforts to bring people to our State and city; they have exhibited a praiseworthy energy in advertising our resources; they have shown a readiness in bringing manufacturing industries to our State and city, and they have largely acceded to our demands for reduction of freight rates when we have complained and have given us the benefit of reduced passenger rates to celebrations and conventions. But the policy of railroads seems so much bent on meeting the conditions of competitive points that non-competitive points are sacrificed to prevent, as we are told, an undue loss to the railroads. And this produces results antagonistic to the growth of a community which needs competition. It is without any adverse criticism of established railroad systems that I urge our people to make all possible sacrifices to secure another system of railroad which shall connect them with the West in conjunction with the Little Rock & Memphis Railroad. It is because Little Rock needs new railroads that I urge a greater measure of self-sacrifice now, in voluntarily voting aid to new railroad enterprises, than would have to be shown if we had a constitution which authorized a vote of bonds and taxes for this purpose."

# COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

## Trade with Asia.

Consul-General Barrett, one of the United States representatives in Eastern Asia, has recently made an interesting report on the opportunities for trade in China, Japan and other countries, which is of especial significance to the South. He states that European countries are watching the development of business with interest, and that foreign merchants are taking advantage of the opportunity for trade. Foreign commercial operations are being extended with remarkable rapidity, as is shown by the increase in the yearly exports and imports. According to Mr. Barrett, conditions of trade exchange with the United States are less satisfactory than with Europe, although the opportunities are as favorable for the United States.

Our chief mistake, according to Mr. Barrett, is the failure to send competent representatives of business houses to the far East. What is wanted is men of tact, experience, education and gentlemanly bearing, masters of the business they represent, so that buyers can obtain from them every variety of data covering prices, quality, details of manufacture, freight charges, time of shipment, etc. Where one American traveler visited Asiatic ports in 1897, ten came from Europe, and the orders given were in corresponding proportion. Every buyer in the far East welcomes a capable American trade agent, and will at least hear what he has to say. There is a remarkable unanimity in the opinion that the extension of commerce with the United States is greatly hampered by this lack of competent and responsible representatives.

Readers of the Manufacturers' Record are familiar with the extensive shipments of cotton goods, iron and other exports which have recently been made direct from the South to Japan and China, saying nothing of the tonnage which has gone from the South to the far East by way of the Pacific coast and the North Atlantic seaports. It would seem as if Southern exporters especially should realize the importance of this great territory and take the utmost advantage of it.

## Shipbuilding in the South.

In several issues recently the Manufacturers' Record has referred to the opportunities for more shipbuilding plants in the South. This has been emphasized recently by the purchase by the government of so many merchant vessels. The Iron Trade Review, of Cleveland, Ohio, arguing in the same line, says:

"When it is considered that the government's recent purchases of American vessels for war and transport service has amounted to 85,669 tons, that in the fiscal year ending June 30, 1897, the tonnage of iron and steel vessels built on the Atlantic and Gulf coasts was but 21,586, or one-fourth as much, some idea can be formed of the industrial significance of a strong naval program by the government. The war may have this as one of its compensations, that it will make possible the establishment of our shipbuilding industry on firmer basis than has been known since the ante-bellum days of our wooden shipbuilding supremacy."

In this connection it may be stated that stock in the Cramp Shipbuilding Co., of Philadelphia, has risen 20 points within a few months, owing to the number of orders which this company has received and the future prospects for its business. Among the contracts it has secured is one from the Russian government, it is understood, for six war vessels, which include two battleships, two cruisers and two torpedo-boats. There is no reason why Southern shipbuilding companies provided with the necessary machinery and other facilities cannot secure foreign as well as domestic orders of this kind.

## Southern Shippers Protected.

Thus far the war between the United States and Spain has but slightly affected service between Northern and Southern Atlantic and Gulf ports, as far as steamship lines are concerned. The Old Dominion, the Cromwell, the Clyde, the Merchants and Miners' and the Ocean Steamship lines continue to maintain regular sailings, and thus far have given no notice of suspension. It seems to be the general impression among the representatives of these companies that the United States fleet is able to protect coastwise vessels, and that there is little danger of their capture. The Old Dominion Line, according to the statement of its vice-president, has decided to assume war risk and issue bills of lading to protect all shippers. This policy has been followed by several of the other companies.

The principal railroad companies in the South, however, have taken into consideration the question of a possible cessation of steamship service from Southern ports, and the majority of the companies announce that goods which cannot be sent by way of the Southern seaboard will be sent North all-rail, thus avoiding any risk to the owner. The Cumberland Gap Despatch has made arrangements for war insurance without cost to the shipper. This is also true of the Seaboard Air Line and the Virginia, Tennessee & Georgia Air Line. This insurance applies, of course, to consignments shipped by both rail and water.

## The Round Bay Dry-Dock.

The plan advocated by Senator Gorman, of Maryland, to build a dry-dock at Round Bay, on the Severn river, near Annapolis, is to be promoted by a company entitled the Baltimore, Curtis Creek & Annapolis Canal & Navigation Co. This corporation, which obtained a charter at the last session of the Maryland legislature, proposes to build a canal from Baltimore harbor, by way of Curtis creek, to the Severn river, entering it at Round Bay. The creek referred to is large enough to allow the entrance of deep-draught vessels, and upon it are located several important manufacturing industries. The canal will give a short route between Baltimore and Annapolis, and, it is claimed, could be constructed at a small expense, owing to the favorable natural conditions. A bill is pending in Congress to make an appropriation to determine the feasibility of the dry-dock. Among those interested in the canal company are Arthur M. Easter, of Baltimore, and E. S. Riley, of Annapolis.

## Jottings at the Ports.

Messrs. Jenneson, Taylor & Co., of Sunderland, England, who operate a fleet of steamships between Baltimore and European ports, have recently added a new vessel built especially for this service. It is named the Palestrina, and is a steel vessel 350 feet long, 46½ feet beam, and on 22 feet draught will carry 5450 tons dead weight. The net register is 2208 tons. The engines are of the most modern type of triple expansion.

# RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

## President Smith and His Work.

President Milton H. Smith, of the Louisville & Nashville Railroad Co., who has become noted as one of the foremost railroad executives in the world, through his management of the system of which he is at the head, and who has also become noted for his opposition to the methods of the interstate commerce commission, has had an interesting career. He entered railway service as a telegraph operator on the old Mississippi Central at Holly Springs, Miss., and worked his way up to the top. During the war he was identified with the military railroads in Northern Alabama. At the close of the war he was appointed local freight agent of the Louisville & Nashville at Louisville. Subsequently he became general freight agent, and he went on up to a vice-presidency, although for three or four years he was with the Baltimore & Ohio and the Pennsylvania roads. He is now in the tenth year of his presidency of the Louisville & Nashville, and under his management the property has grown and strengthened wonderfully, and its earnings have increased until now they amount to $2,000,000 a year and sometimes more.

In the April number of the Forum, Mr. Smith has an exhaustive article under the title of "Dangerous Demands of the Interstate Commerce Commission." In this article he details views on the subject already given at length in the columns of the Manufacturers' Record.

## Railroads to Move Mountains.

The idea of building railroads to move mountains would not be regarded with favor by the average promoter or contractor, but in Arkansas the mountains are of such a character that railroads would in many cases be very valuable investments. Anyone who is informed regarding the resources of this State is familiar with the famous Iron mountain, from which a portion of one of the Gould systems takes its name. According to the Little Rock Gazette, in North Arkansas the country is so rich in marble and other valuable natural products that mountains are waiting for railroads to come and remove them to places where they would be doing more good. The marble is as fine as any in the world, and the development of these wonderful deposits depends wholly and solely upon the advent of the railroad to clear away the difficulty of getting them to market.

Commenting on this statement, the New York Stockholder says: "Railroads have been built through to sections abounding in sage brush; why not to mountains of marble and mines of minerals?"

## Important Short Line.

The St. Louis Southwestern Railroad Co. has recently completed a branch line, which, though only sixteen miles in length, will have an important effect on the railroad situation in the Southwest. It extends from Delta, Mo., to Gray's Landing, on the Mississippi river, in the same State. A car ferry is to be placed in operation between Gray's Landing and Gray's Point, Ill., on the opposite bank of the river. The Illinois Central has a line running to Gray's Point, and by means of the car ferry will transfer freight for Arkansas, Texas and other points to the St. Louis Southwestern. By the new route a considerable distance will be saved, and freight from Chicago and other points on the Central transported to the Southwest in less time than at present. At the same time the St. Louis Southwestern will have a shorter route across the Mississippi by means of the transfer.

## Norfolk, Virginia Beach & Southern.

A dispatch from Norfolk, Va., states that the Norfolk, Virginia Beach & Southern Railway Co. has completed its branch line to Munden Point, Va., and has established a schedule of freight and passenger trains upon it. As already stated in the Manufacturers' Record, this branch, which is twenty miles long, will connect with a line of steamers plying between Munden Point and the principal towns in Tidewater North Carolina. It is stated that by this route fruits, vegetables, fish and other products will be carried to Norfolk much more quickly than heretofore. It is expected that the branch will be a valuable feeder to the Virginia Beach road.

## New Electric Line.

According to a dispatch from Charleston, S. C., contracts have all been let for the proposed Charleston & Seashore Railway. As already stated in the Manufacturers' Record, this line is to extend to a summer resort on the coast. Although the road is to be ten miles long, it is expected to have it in operation by June. A contract for building the power-house has been let to Henry Oliver, while the Virginia Bridge Co., at Roanoke, Va., is constructing several bridges required along the route.

## Washington & Baltimore Electric Line

It is announced that the present owners of the Washington & Baltimore electric line will reorganize under the title of the Maryland Traction Co. It is stated that the necessary financial arrangements have at last been made for completing the line at once from Baltimore to Ellicott City and from Washington to Laurel, leaving uncompleted the section between Laurel and Ellicott City, Md.

## Railroad Notes.

T. J. Minary, general manager of the City Railway Co., of Louisville, Ky., it is understood is to be president, succeeding J. B. Speed, who has resigned.

The Houston Belt & Magnolia Park Railroad, it is announced, is to be sold at auction at Houston, Texas, on May 3. The line is about five miles long, extending from Houston into the suburbs.

The Missouri, Kansas & Texas Railroad Co. has under construction a car intended for persons injured along its line. It is termed a "hospital" car, and will contain cots, a supply of medicines, surgical instruments, bandages and other requisites, a room for physicians and an operating ward for surgical purposes.

It is reported that F. K. Huger, superintendent of the Knoxville division of the Southern Railway, will be appointed assistant general superintendent, with headquarters at Washington. It is stated that J. S. B. Thompson will be appointed superintendent of the Atlanta & Washington division, and W. A. Vaughan, superintendent of the Knoxville division.

The car works at Anniston and Gadsden, Ala., have received orders for a quantity of coal cars from the Louisville & Nashville Railroad Co. The orders were given for immediate delivery as soon as they can be completed. The cars are being built for the purpose of carrying coal from Alabama mines to Mobile, Pensacola and New Orleans to be used by the United States.

# TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

## NEW ENGLAND MILL MEN.

### Annual Meeting of the Cotton Manufacturers' Association.

At the annual meeting of the New England Cotton Manufacturers' Association at Boston this week a number of important papers were presented. The paper by Mr. Jones S. Davis, of Holyoke, Mass., was a strong advocacy of the cultivation of flax and the manufacture of linens to take the place of coarser cottons in New England. He traced the history of the flax industry in this country from colonial days, showed how Pennsylvania, Rhode Island and New York had offered special inducement for the manufacture of certain kinds of linen goods a half century before cotton began to be manufactured commercially, showed how the cheaper cottons had supplanted linen, and contended that if something be not done quickly the great agricultural industry of flax raising would doubtless suffer considerable decline during the next decade. He quoted Mr. Chas. Richard Dodge, an expert, and other special investigators to show that the manufacture of linen goods in this country may easily become one of its chief industries. He suggested that a committee should be appointed, with a secretary, to acquire a plant sufficiently commodious for adequate experimentation of the linen manufacture in a locality where a score or two of farmers are willing to grow a definite number of acres of flax, to import the very latest and best machinery for the manufacture and to induce tariff legislation by Congress for the production of the industry.

The paper by Mr. Geo. A. Lowry, of Boston, Mass., dealt with one hundred years of ginning and baling cotton. He ranged from Whitney's gin to the round-bale press, and said that "the American Cotton Co., by its revival of the cylindrical baling machine, has done a great deal to stir up the planters and ginners to the fact that their present methods must be improved or abandoned."

Other papers were by Malcom Campbell, of Woonsocket, R. I., on mill construction and operations; by Randolph Crompton, of Wooster, Mass., on the shuttle-shifting loom; by Samuel Webber, of Charlestown, N. H., on early invention of copper printing rolls; by Geo. F. Tryon, of Fall River, Mass., on slashing; by A. T. Atherton, of Pawtucket, R. I., on the Excelsior spinning-frame; by Edward A. Mongeon, of Blackstone, Mass., on steam filling, and by Arthur Parkinson, of New York city, on bastard reed for cotton weaving.

### In the Savannah Valley.

According to statistics collected by the Augusta Chronicle, the twenty cotton mills of Spartanburg, S. C., with an aggregate capital of nearly $5,000,000, operate 344,046 spindles and 10,478 looms, consuming 121,300 bales of cotton annually. Their 7523 operatives make a payroll of $1,143,500 a year. With these figures as a text, the Chronicle says:

"The Savannah valley has been the pioneer, and is still the leader in this great Southern industry. It holds out the greatest inducements to investment and an almost unlimited field for development along this line. From Augusta, long known as the Lowell of the South, all the way up the Savannah river, and in all parts of the fertile Savannah valley, there is exhaustless water-power and coal within easy reach. Whether this industry is an inviting one or not can best be determined by the record of the mills already builded, the enlargement of established plants or the addition of new mills under the same management—the latter frequently being builded out of the profits of the old mill."

### Gaffney (S. C.) Carpet Mill.

The Gaffney Carpet Manufacturing Co., of Gaffney, S. C., which was organized recently for the purpose of engaging in the manufacture of carpets, has let contracts for the erection of its buildings and the manufacture of the brick for same. Mr. D. K. Cecil will make the brick, and L. Baker will erect the buildings. The structures will be commenced immediately and pushed to an early completion. In the factory will be installed fifty-nine 36-inch looms and art square looms, and the production will be ingrain carpets, all-wool and worsted, cotton and wool, and all-cotton, as well as art squares. A dyeing department will also be established. It is said that the enterprise will represent an investment of about $60,000. Mr. J. E. Bierck (formerly of Philadelphia) is president and superintendent of the company.

### Mayfield (Ky.) Woolen Mills Doubling.

Messrs. Hales & Ballinger, of Philadelphia, architects and mill engineers, have prepared plans and specifications for the erection of four additional buildings for the Mayfield Woolen Mills, of Mayfield, Ky. The buildings will consist of a two-story brick addition to main mill, 42x73 feet; a two-story brick warehouse, 42x120 feet; a picker-house, one story, 30x50 feet, and a new engine-house, 25x38 feet. This mill takes the raw wool and turns out finished pantaloons. The mill is also adding another boiler and engine, rearranging its power transmission and steam-heating plant, and will install twenty-three additional broad Knowles looms, one set of cards and two mules.

### A New Cotton Gin.

Improvements for the handling of cotton in all its phases are constantly being announced. A new cotton gin which has been patented by Mr. Thomas B. Lee, of Greenwood, S. C., has claimed for it many points of efficiency much to be desired.

It is claimed that this gin will satisfactorily gin any variety of cotton, either of the long or short staple, removing the lint from cottonseed as fast as a saw gin, with less power and less injury to the staple. The new device discards the bars or ribs in the ordinary saw gin, and substitutes for same a combing or carding action.

### A Book on Cotton.

A new book on "Cotton," which is now in the press, will be published in a few weeks. It is by Director C. P. Brooks, of the Lowell Textile School, Lowell, Mass., and is an enlargement on the course of lectures that he has given in the school during the past winter. The volume will consist of 350 pages, with nearly 100 full-page illustrations and almost as many smaller ones, making one of the best illustrated textile text-books that has been yet published.

### The Cotton Movement.

In his circular for April 23, Secretary Henry G. Hester, of the New Orleans Cotton Exchange, reports that the amount of cotton brought into sight during the season thus far is 10,460,865 bales, an increase of 2,292,356 bales; exports 6,597,955 bales, an increase of 1,220,792; takings by Northern spinners 2,108,482 bales, an increase of 527,229; by Southern spinners 861,401 bales, an increase of 43,746 bales.

### Textile Notes.

The Sanford Broom Co., of Sanford, N. C., wants to correspond with manufacturers of broom twine.

Col. Thomas J. Borden, of Fall River, Mass., after a trip through the South, opposes shutting down New England mills.

Mr. H. M. Pemberton, of Fayetteville, N. C., will develop water-power and equip his buildings for the production of knit goods.

There has been some talk of the erection of a cotton mill at Monticello, Ga., and among those interested in the proposed enterprise are W. B. Pope, L. O. Benton, M. S. Benton, A. H. Jordan and J. L. Campbell.

The stockholders of the Columbia Cotton Mill Co., of Columbia, Tenn., held their annual meeting last week. The reports of the managing officers were read and received with satisfaction. A dividend of 6 per cent. was declared on a capitalization of $118,325. Officers were elected for the ensuing year as follows: J. P. Street, president; A. B. Rains, vice-president; R. G. Sparrow, secretary, and Meade Frierson, manager.

The new mill company at Norwood, N. C., which is to build a $50,000 plant, has applied for charter of incorporation under the name of the Norwood Cotton Manufacturing Co., of Norwood, N. C., with capital stock of $50,000, and privilege of increasing to $200,000. The incorporators named are Messrs. J. A. Tyson, D. B. Coltrane, R. H. Stowe, D. N. Bennett, M. E. Blalock, L. H. Lentz, L. A. Lenty, E. M. Asbury, D. B. Bennett and F. H. Lilly; Dr. J. A. Tyson, of Norwood, secretary.

The Annestown Cotton Mills, of Stone Mountain, Ga., is erecting an addition to its plant. This mill employs fifty to sixty hands, and will soon be producing from 1200 to 1500 pounds of yarn daily. The company is making plans to erect a knitting mill, and is now corresponding relative to the purchase of machinery. It is also contemplated to put in looms for weaving light cotton specialties, such as towels, etc. Address C. J. Haden, president, 303 Equitable Building, Atlanta, Ga.

The Coleman Manufacturing Co., of Concord, N. C., has completed its main mill building, three stories high, 80x120 feet, and will arrange immediately for the purchase of the necessary equipment of machinery. Bids on boilers and engines are wanted now by Mr. W. C. Coleman, secretary of the company, and the purchase of the proposed instalment of 7000 spindles and 100 looms will soon be made. The company has recently increased its capital stock by $50,000 and hopes to have its mill in operation this summer. It will be recalled that this company is controlled by colored men, and the operatives to be employed are to be entirely of the colored race. The outcome of the experiment will be watched with interest by those interested in the cotton industry.

# COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

### The Market for Cottonseed Products.

New York, N. Y., April 26.

As indicated in our last letter, the market for cotton oil has taken an upward turn and summer yellow is now firm at 23 cents, while for May shipments 23¼ cents is bid. The long-expected improvement in the foreign demand materialized during the week, and notwithstanding the sharp advance in ocean freights considerable business has been transacted for prompt shipment. The outbreak of hostilities has had the effect of stimulating the lard and tallow markets slightly, with regard to trading, while prices were also advanced. Chicago quotes lard at 5.65 cents, July delivery, and tallow is firm at this market at 3⅝ cents. The advancing market for cotton oil in England and France is an indication that stocks are not excessive in those countries. English refined oil (Liverpool) is now quoted at 16s. The strong position of the provision market, the improvement in the foreign and domestic demand for cotton oil, together with the important fact that oil stocks in the country are far from being excessive, unmistakably point to higher prices. Production has practically ceased, while shipments to this market are comparatively light. Crude is a scarce article here, especially the prime variety, very little of any grade being on offer at the mills. Owing to the difficulty in obtaining freight room from Southern ports, receipts at this market are correspondingly affected in volume. With regard to the comparatively light quantity of available oil, with increasing obstacles in the way of clear transportation by water to New York, the increased cost of shipment by rail may have to be taken into consideration in the price of cotton oil at this market. Atlantic coast crude, prime, was sold in tank lots at 15 to 15¼ cents. Barrelled crude readily realizes 19½ cents here. In the higher grades of oil the improvement in demand has been marked, and prices, as herewith appended, are distinctly firm. The increased interest in lard has proved an incentive to Western refiners and packers to bid more freely for crude oil, seeing that the prospect for a larger outlet for the compounded article is practically assured. The following are closing prices: Crude, prime, 19½ to 20 cents; crude, prime, f. o. b. mills, 15 to 16 cents; crude, off quality, 18½ to 19 cents; yellow summer, prime, 23 to 23½ cents; yellow summer, butter, 25 to 28 cents; yellow summer, off quality, 22½ to 23 cents; white summer, 25½ to 26 cents; yellow winter, 27 to 29 cents; white winter, 25 to 30 cents, and soap stock, ½c. a pound. Exports for the week were 5840 barrels, 3050 of which were consigned to Marseilles, and receipts aggregated 7900 barrels.

Cake and Meal.—The market is firm and supplies are moderate. An improved demand is reported from the United Kingdom and sales are effected on a basis of £5 10s. to £5 17s. 6d. per ton. It is believed that, in sympathy with the advance in the price of linseed cake, higher prices will obtain for cotton cake and meal.

### Cottonseed-Oil Notes.

The Commercial Club of New Decatur, Ala., report the outlook very favorable for the location of a $100,000 cottonseed-oil mill. It is said to be al-

most certain that a company will locate in that city and erect a mill.

The Farmers' Alliance of Navarro county, Texas, in connection with the Commercial Club of Corsicana, Texas, is negotiating for the establishment of a cottonseed-oil mill in that city. There is said to be a fair prospect for the success of the enterprise.

The ground was surveyed last week at Meridian, Miss., for the $30,000 cotton-oil mill which the Meridian Fertilizer Co. will erect. It is proposed to start work on the building as soon as the material for the construction arrives. Details are now completed for hastening the work so as to be ready for next season's seed crop.

The Sumter Cotton Oil Mill, of Sumter, S. C., has shut down for the season, having disposed of its output of meal and some 500 tons in addition purchased from mills in the State. A portion of the yearly output of oil was shipped to Europe, and realized a handsome profit. The Sumter mill has had a very prosperous season.

The market for cottonseed products in Texas continues very quiet and mills have generally shut down for the season. Sales of cottonseed oil are reported at 14½ to 14¾ cents for crude loose, but holders are generally firm in their views and demand 15 cents. Prime summer yellow oil is held at 16½ to 16¾ cents. Cottonseed cake and meal is quoted at $15 to $16.50 per short ton; linters, 2½ cents per pound.

The New Orleans market for cottonseed products is steady, with a moderate volume of business reported. There is no material change in prices. The following are receivers' prices: Cottonseed, $7 per ton (2000 pounds) delivered to the mills; cottonseed meal jobbing at the depot, $17.50 per short ton, and $18.75 per long ton for export, f. o. b.; cottonseed oil, 18 to 18½ cents per gallon for strictly prime crude; in bulk, 16 cents, and 21½ to 22 cents for refined oil at wholesale or for shipment; oilcake, $19 to $19.25 per long ton f. o. b.; linters—A, 3½ cents per pound; B, 3⅛ cents; C, 2¾ to 3 cents; hulls, delivered at 12 to 17½ cents per 100 pounds, according to the location of the mills.

### More Steamships May Be Built.

A dispatch from Newport News, Va., is to the effect that arrangements are nearly completed for the construction of two additional vessels for the Morgan Line and two for the Cromwell Line at the Newport News shipyard. Recently the Manufacturers' Record stated that the government had secured the Creole, of the Cromwell Line, also several steamers of the Morgan Line, for its own use, and that new vessels would probably be ordered to replace these. The contracts will involve an expenditure of fully $3,000,000, as the ships will average about 4500 tons and cost from $600,000 to $800,000 each. They will be fitted out for freight and passenger service. Both of these lines have a service between New York and New Orleans.

### Coal from Alabama.

According to a dispatch from Birmingham, Ala., another report is current that the government will use a large quantity of Alabama coal, and that a contract has been secured by the Tennessee Coal, Iron & Railroad Co. It is understood that arrangements are now being made for its rapid delivery at different tidewater points.

It is announced that 30,000 tons of granite from the Coosa region of Alabama have been contracted for by the government for use at Mobile.

# PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., April 28.

The local phosphate market is fairly active, in sympathy with other fertilizer ingredients, and prices are firm, with considerable demand from manufacturers. This applies more especially to Tennessee phosphate rock, of which there has been over 12,000 tons sold by local brokers during the present month. South Carolina rock continues steady, and advices from the phosphate belt of that State are not materially changed. Florida rock is firm, and advices from producing points in that State are favorable in many respects for future business. Producers, however, are not expecting a large volume of business under existing freight rates, while coastwise shipments will be restricted somewhat for the present. In the Tennessee phosphate section there is an active foreign and domestic demand for rock, and prices during the present month have continued firm at a slight advance. The shipments of rock during March from Mt. Pleasant amounted to 28,582 tons, and from Hickman county deposits 1974 tons. Stocks on hand at Mt. Pleasant on the 1st of current month were about 4000 tons. The companies operating in Tennessee are now all working on an established system, and several are putting in new crushers and adding other important machinery. Premiums on war-risk provisos in marine insurance policies have advanced sharply during the week, and local shippers, being apprised of these precautionary measures by insurance companies, are not making any charters at the moment. If freight rates advance it is likely shipowners will offer tonnage more liberally. The charters reported in New York last week were: The British steamship Othello, 1450 tons, from west coast of South America to Hampton Roads for orders with nitrate at 22/6, less 1/3 direct; schooner E. L. Cottingham, 475 tons, from Ashley river to Baltimore with phosphate rock at $1.90; schooner S. H. Sawyer, 90 tons, from Cartaret to Boston with fertilizer at $1.10 and discharged, and a schooner, 714 tons, from Charlotte Harbor to Baltimore with phosphate rock at $1.80.

#### Fertilizer Ingredients.

The market for ammoniates continues to show considerable activity and firmness as to values. Stocks in the West continue light, and in the event of an advance in eastbound rates on the 1st of May, blood and tankage will show a marked advance. There is a good demand for material from both Eastern and Southern sources.

The following table represents the prices current at this date:

| | | | |
|---|---|---|---|
| Sulphate of ammonia (gas) | $2 45 | @ | —— |
| Nitrate of soda | 2 05 | @ | 2 10 |
| Blood | 1 72½ | @ | —— |
| Hoof meal | 1 65 | @ | —— |
| Azotine (beef) | 1 77½ | @ | —— |
| Azotine (pork) | 1 77½ | @ | —— |
| Tankage (concentrated) | 1 67½ | @ | —— |
| Tankage (9 and 20) | 1 80 | | and 10 |
| Tankage (7 and 30) | 15 00 | @ | 15 50 |
| Fish (dry) | 20 00 | @ | —— |
| Fish (acid) | 12 00 | @ | —— |

### Phosphate and Fertilizer Notes.

The schooner Georgia L. Dickson arrived at Wilmington, N. C., on the 20th inst. from Punta Gorda, Fla., with 830 tons of phosphate rock for Powers, Gibbs & Co., of Wilmington.

The Danish steamer Peter Berg cleared on the 19th inst. from Fernandina, Fla., for Aarhuus, Denmark, with a cargo of 2650 tons of phosphate rock from the Dunnellon Phosphate Co.

The German steamer Essen cleared last week from Savannah, Ga., for Bremen with 2358 tons of Florida phosphate rock and other cargo. She went to sea drawing twenty-three feet ten inches.

Letters patent were issued last week at Tallahassee, Fla., changing the name of the Continental Phosphate Co. to the Tuskawilla Phosphate Co. This is a Marion county company, with a capital of $100,000.

The shipments of phosphate rock from the Mt. Pleasant field in Tennessee for the month of March aggregated 28,582 tons, and from the deposits in Hickman county, Tennessee, 1974 tons. Stocks of phosphate rock on hand at Mt. Pleasant on April 1 were about 4000 tons.

The shipments of phosphate rock from the port of Charleston, S. C., for the week ending April 22 were as follows: For Baltimore, schooners Vanleer Black, 950 tons; Anna L. Mulford, 800 tons; Mary Lee Patton, 850 tons; the schooners Mary Curtis, with 571 tons, and Warner Moore, with 675 tons, both for Richmond, Va., and the schooner Henry Lippitt cleared with 1224 tons for Weymouth. The total shipments coastwise from Charleston from September 1, 1897, to April 22, inclusive, amounted to 68,741 tons, against 60,784 tons for the corresponding period last year.

### Iron Markets.

Cincinnati, Ohio, April 23.

There has been a vigorous hope entertained by many that in some way war might be averted without compromising the integrity and claims of our government, but these fond expectations were dispelled on Thursday and the country is heroically entering upon the conflict, quite well prepared, and with an appreciation of our reserve resources there is full confidence in our ability to accomplish an ultimate triumph, be that near or remote.

The iron trade seems to be little influenced by the tragic events impending; indeed the opinion obtains on every hand that so far as business is concerned, no serious interruption will be realized.

The sales of Lake Superior ore for 1898 shipment aggregate already over 10,000,000 tons, an unprecedented record at so early a date. Nothing has been shipped yet.

Prices have been somewhat flexible on some outside lots and warrant irons, but the tonnage of the week has, in general, been so large that the market has toned up, and closes firmer.

We quote for cash f. o. b. Cincinnati:

| | | | |
|---|---|---|---|
| Southern coke, No. 1 foundry | $9 75 | @ | $10 00 |
| Southern coke, No. 2 foundry | 9 50 | @ | 9 75 |
| Southern coke, No. 3 foundry | 9 25 | @ | 9 45 |
| Southern coke, No. 4 & G. F. | 8 75 | @ | 9 00 |
| Southern coke, mottled | 8 75 | @ | 9 00 |
| Southern coke, No. 1 soft | 9 75 | @ | 10 00 |
| Southern coke, No. 2 soft | 9 50 | @ | 9 75 |
| Belfont coke, No. 1, Lake Sup. | 11 00 | @ | 11 50 |
| Belfont coke, No. 2, Lake Sup. | 10 50 | @ | 10 75 |
| Hanging Rock charcoal, No. 1. | 14 50 | @ | 15 50 |
| Tennessee charcoal, No. 1 | 12 50 | @ | 13 00 |
| Jackson Co. silvery No. 1 | 12 00 | @ | 12 50 |
| Standard Georgia car-wheel | 14 25 | @ | 15 00 |

New York, N. Y., April 23.

The near approach of actual war seems to have little appreciable effect on the iron markets. The money stringency, which is the worst enemy of good iron markets, is scarcely as severe, now that we are entering upon hostilities, as it was during the preliminary agitation. It would doubtless be quite different but for the very general opinion that the war cannot be of long duration, and that it is unlikely to produce any serious injury to our trade and commerce. It is felt that after one or two sharp reverses on water or land, the honor of Spain can easily be adjusted to the necessities of the case and the war will quickly come to an end. After that the stream that has been dammed up will flow with greater force than ever.

Rather to the surprise of furnaces, the tonnage of sales the past week has been the largest for some time. Transactions of real magnitude have been closed both in the East and West. There has been some shading of prices as a matter of course. The latest statistical advices prove that there has yet been no slackening up in consumption. It is questionable if, taking the country over, stocks at furnaces are increasing at all.

The pressure of a few speculators to get rid of warrants purchased when prices were improving last fall has been a notable feature about New York. This trait of warrant holders can be counted on with reasonable certainty. With steady or improving markets, the warrants disappear. At any sign of special weakness or demoralization in speculative markets, they come out from hiding-places and press for sale. Most of these warrants have been picked up in the past month at low figures, and are now held in strong hands. A good deal of this iron is also being shipped out on orders.

We quote for cash f. o. b. New York:

| | | | |
|---|---|---|---|
| No. 1 X standard Alabama | $10 75 | @ | 11 00 |
| No. 2 X standard Alabama | 10 50 | @ | 10 75 |
| No. 1 X lake ore coke iron | 12 50 | @ | 12 75 |
| No. 2 lake ore coke iron | 12 00 | @ | 12 25 |
| Niagara coke malleable | 12 00 | @ | 12 25 |
| Rome (Ga.) charcoal | 15 00 | @ | 15 50 |
| Hinkle L. S. charcoal | 13 00 | @ | 13 50 |

ROGERS, BROWN & CO.

## GENERAL NOTES.

#### Brief Mention of Various Matters of Current Interest.

Importers of Atlanta, Ga., are moving for the establishment of a government bonded warehouse there.

It has been decided to make the textile school building at Clemson College, S. C., 75x100 feet, and two stories high.

Progressive Mississippians have not relinquished the idea of a textile school for the State, in spite of the failure of the last legislature to provide for one.

The mechanics' lien law of Maryland, as far as it applies to Baltimore, has been amended. In Baltimore the mechanics' lien applies only for work and not for material furnished. Manufacturers, dealers, contractors, etc., have now no lien in Baltimore for material furnished.

Mr. Clarence Dallam, chairman of the State commercial convention committee, has made a trip through Kentucky in the interest of the convention. He reports much enthusiasm, and believes the convention will be one of the biggest things the State and Louisville have ever undertaken.

The sentiment is very strong in Tennessee for the effecting of a permanent organization at the coming session of the Industrial Convention. It is the general belief that the good accomplished by this convention in an educational way will be multiplied vastly when it is put in shape to work along the same line the year round.

The Young Men's Business Association of Richmond, Va., which has during a year of organization developed great influence for the development of the city, has elected as officers for the coming year, president, Henry Lee Valentine; vice-president, John M. Taylor; secretary, R. R. Harrison; treasurer, Deane Maury; directors, John M. Taylor, H. L. Valentine, Deane Maury, R. R. Harrison, Jacob Gans, Julian Bryant, H. D. Eichelberger, Daniel Grinnan, J. L. Hill, B. S. Hume, Robert Lecky, Jr., R. H. Meade, T. A. Cary, A. C. Young, F. C. Christian, George M. West, Stewart Bryan, J. M. Scott, W. M. Coulling and R. A. Lancaster, Jr.

# LUMBER.

**[A complete record of new mills and building operations in the South will be found in the Construction Department.]**

## LUMBER MARKET REVIEWS.

### Baltimore.

Office Manufacturers' Record,
Baltimore, Md., April 28.

In nearly every avenue of the local lumber industry there seems to be a marked improvement, both in the demand and throughout the general list of prices. Stocks of yellow pine are only moderate, and the market, owing to the depression in the coastwise trade brought about by the Spanish embroglio, has shown a sharp advance all along the line. Flooring, box lumber, joists, scantling and nearly all grades of yellow pine have advanced from 50 cents to $1 per 1000 feet. Shingles are also higher, and stocks light. There is also a remarkable firmness in white pine, and the market is fairly active, with a much better demand. In hardwoods the improvement is not so pronounced, but at the moment there is a fair inquiry, with values firm. Furniture factories and other woodworking concerns are buying more freely, and out-of-town buyers are making more inquiry. The foreign business is unchanged, and under the present scarcity of vessels and advance in premiums on war risks, the situation is somewhat feverish and unsettled. European advices report prices better in Great Britain, and in a circular dated the 16th inst. from the London Timber Trade Journal, received today by the Manufacturers' Record, the editor says: "The apparent certainty of war in the very near future, even if it has not already been declared before these lines are in print, is causing quite a flutter in the pitch-pine market, and though a week or two ago stocks in London and all around the coast were declared to be more than sufficient to meet any possible strain upon them, there has been quite a change during the week, and several of our leading importers have evinced a certain amount of anxiety to buy cargoes, either floating or for prompt shipments. We need scarcely add that the sellers and their agents are not slow in taking advantage of the improved situation, and, whether war actually breaks out or not, the present uncertainty must inevitably help to strengthen the seller's hand, for the simple reason that no sane shipowner is likely to send his vessel, whether steamer or sailer, into a port where he may have her delayed, and possibly blockaded, without receiving a quid pro quo in the shape of a much higher freight." Local shippers are now very cautious under present war conditions, and prices for oak and other woods continue firm, with an advancing tendency. The export business of North Carolina pine to Europe is now assuming greater proportions, and important connections have been recently made by some of our leading manufacturers with European houses, and the popularity of yellow pine abroad will greatly increase the volume of trade in that particular wood.

### Savannah.

[From our own Correspondent.]
Savannah, Ga., April 25.

The week under review has been one of moderate activity in the lumber business of the port, and the market has been somewhat feverish and excited under the conditions which exist pending the settlement of the Spanish question. The demand for lumber is not so pronounced at the moment, but there is still considerable business in all wood products. At all milling sections throughout the southern portion of this State stocks are fairly well assorted, but are in no case excessive, the late demand having absorbed the output as soon as ready for shipment. Manufacturers and others in the business are very much interested in the coastwise lumber trade, and the effect war will have upon the general business of the port. There has been a sharp advance in rates for marine risks, and there is less inquiry for policies for West India and east coast South American ports, while rates are more or less nominal. Shipments to Northern ports are still going forward, and during the week the following vessels cleared with full cargoes: Schooners Rob Roy with 550,674 feet of pitch-pine lumber and John G. Schmidt with 206,709 feet of lumber and 158,610 feet of crossties, both for Philadelphia. The schooner Jennie Thomas cleared for Baltimore with 492,582 feet of lumber, and the schooner Aaron Rippard for the same port with 273,248 feet. Baltimore steamers cleared with 426,330 feet, New York steamers with 246,240 feet and Boston steamers with 131,871 feet. The schooner R. S. Graham took out 273,348 feet of lumber for Camden and Philadelphia. Among the charters reported were the schooner Jennie S. Hall, 388 tons, from Brunswick to Boston with lumber at or about $5.25; schooners S. G. Haskell, 569 tons, and R. R. Douglass, 399 tons, from Brunswick to New York with lumber at $5.25, and schooner Senator Sullivan from Fernandina to New York with lumber at $5, 50,000 feet a day.

### Jacksonville.

[From our own Correspondent.]
Jacksonville, Fla., April 25.

The lumber industry here has not, up to the present time, showed much diminution in the volume of business and there is a fairly active demand for material. There is, however, a feeling of unrest among manufacturers and shippers, and under all conditions it is thought that the coastwise trade in lumber may be somewhat crippled in the event of prolonged hostilities with Spain. The exports of lumber during the past fortnight have been larger than usual, which it is said is due to the prompt orders for lumber placed here as a result of the war scare. The new business of the past week has been lighter, and a large quantity of lumber sold is now f. o. b. vessel at Jacksonville, whereby the manufacturer is relieved of all risk on the cargo. The mills of T. V. Cashen and the Cummer Lumber Co. are running night and day in order to fill orders for lumber made under the new conditions. Manufacturers and others in the trade intend to drive business for all it is worth while there is any demand for material and before mills are obliged to suspend operations. The charter rate for vessels between this and Northern points has advanced about $1 per 1000 feet, which will add materially to the transportation of lumber cargoes. Rates to the West India ports have advanced from $4 to $5, and at these figures very few vessels are offering to take cargoes or incur the risk of seizure by the enemy. The following shipments were reported last week from this port: Schooners Charles W. Miller for Albany, N. Y., with 240,000 feet of yellow-pine lumber; John S. Deering for New York with 380,000 feet, and Luther F. Garrison for Calais, Me., with 425,000 feet; the Clyde steamer Iroquois cleared with 300,000 feet of yellow-pine lumber, 2000 crossties and 5000 bundles of shingles, and the Pawnee with 300,000 feet of lumber and 4000 crossties, the former vessel for New York and latter for Boston; the steamer Comanche for New York also took out a large quantity of lumber and other wood products.

### Mobile.

[From our own Correspondent.]
Mobile, Ala., April 25.

The volume of trade in lumber and timber during the week under review has decreased somewhat, and the market has been quiet, with values about steady. Shippers and manufacturers are moving with caution, and under present conditions the industry is likely to show less activity until the Spanish question is finally settled. The report of the capture of the steamer Bonaventura, which cleared from Pascagoula last week, has been the great topic for discussion among lumbermen here. This vessel's cargo was shipped by Hunter, Benn & Co. and W. K. Syson & Co., of this port, and consisted of 872,235 feet of pitch-pine lumber, valued at $10,903. The timber market is steady, with prices unchanged, the demand for sawn timber being slow at 9½ to 10 cents per cubic foot, 40-foot basis. Hewn timber is in better demand, with stocks light, and when placed upon the market will bring 12½ cents per cubic foot, basis of 100 cubic feet, average B1 good. Contracts are made at 12 to 12½ cents. Hewn oak is dull at 14 to 16 cents for first-class, and poplar is in limited demand at 11 cents per cubic foot for large average girth. There is a fair demand for cypress timber at 4 to 8 cents per cubic foot, according to average. Saw logs are in fair request at $3.50 to $6 per 1000 superficial feet for pine delivered at mill. The movement in lumber is only moderate, and there is some absence of inquiry from the usual sources, notably South and Central America and Mexico. During the past week the only shipments reported were the bark Assyria for Greenock, Scotland, with 60,799 cubic feet of sawn timber and 23,518 feet of lumber, and steamer Mobile for Liverpool with 1588 cubic feet of sawn timber and 22,264 cubic feet of hewn. The total shipments of lumber from this port since September 1, 1897, to date amount to 35,000,000 feet, against 43,414,049 feet for the corresponding period last year. The exports of other woods since September 1, 1897, in cubic feet have been as follows: Oak 24,441, gum 6598, poplar 3905, whitewood 791 feet, ash 100, walnut 1355, piling, lineal feet, 1697, staves 73,616, pickets 29,500, crossties 60,747 and shingles 433,900. The offering of tonnage is light, and rates are nominally steady. Rates on lumber to the West Indies are $5 to $6.50 per 1000, American gold, and coastwise, $5.50 to $6; Cuba, $5.50 to $6; River Platte, $12 to $13; Mexico, $7, and Rio Janeiro, $14.50 to $15.50; timber and lumber by steamer to Great Britain and the Continent £5 10s. to £5 15s. per standard, and sail 31s. per load for hewn and £5 per standard for sawn.

### Lumber Notes.

The Southern Finishing & Warehouse Co., of Greensboro, N. C., wants to buy one-and-one-quarter-inch maple flooring in quantities.

The Litonia sash, door and blind factory at Yazoo City, Miss., was destroyed by fire on the 19th inst., resulting in a loss of $10,000, which is supposed to be fully covered by insurance.

The Russian bark Osmo and the Swedish bark Eidern cleared last week from Sabine Pass with valuable cargoes of lumber for European ports. Messrs. Donald & Co. were the shippers.

Mr. A. G. Griffin, an extensive lumber dealer at Buckhannon, W. Va., received a contract last week to furnish the United States government with lumber for the manufacture of cartridge boxes. His mills are now running day and night in order to complete the contract.

The Bigbee River Lumber Co., of Jackson, Ala., closed a deal last week for the timber lands of the late L. J. Wilson. The sum paid for the lands was $10,800. The company will put in a tramroad from near Peevy's Landing, on the Bigbee river, to the western part of the timber tract purchased.

It is stated that there is a probability of the Tift saw-mill plant of Tift, Ga., lately destroyed by fire, being rebuilt at that point instead of moving to a new site on the line of the Tifton & Northeastern Railroad. The total loss on Mr. Tift's saw-mill plant has been reduced to about $20,000, with $2750 insurance.

The Spanish steamship Bonaventura, which was captured last week by the United States gunboat Nashville, cleared from Pascagoula, Miss., on the 15th inst. for Rotterdam with a cargo of lumber. Her cargo was shipped by Hunter, Benn & Co. and W. K. Syson & Co., of Mobile, Ala. Her cargo consisted of 872,235 feet of pitch-pine lumber, valued at $10,903. The Bonaventura registered 1151 tons.

At the meeting of the Commercial Club held in New Decatur, Ala., last week the committee on location of a spoke factory by a Tennessee concern reported favorable progress. Numerous concessions have been granted the owners, and it is likely the plant will be established in New Decatur. A proposition was also submitted to the club by A. B. Lampkin from a bent-wood factory which seeks location in North Alabama.

A Beaumont (Texas) correspondent to the Galveston News on the 20th inst. says: "There is hardly enough activity in the lumber business to justify comment. The war is getting in its work in good shape now and the trade has almost gone to pieces. Mills continue to run, having enough orders on hand to keep them going for some time yet. Shipments are confined to ties and other railroad material. No yard stock worth speaking of is being shipped."

The shipments of lumber from the port of Charleston, S. C., last week were as follows: Schooner Fannie L. Childs with 288,000 feet, schooner Woodward Abrahams with 467,000 feet and steamer Pawnee with 51,600 feet, all for Boston. The New York shipments were: Schooner Pasadena with 450,000 feet, schooner George E. Dudley with 339,000 feet, schooner Edwin A. Gaskill with 250,000 feet and steamer Seminole with 38,656 feet and steamer Comanche with 62,600 feet; total, 2,411,256 feet.

A meeting of the board of directors of the Southern Lumber Manufacturers' Association was held in St. Louis on the 20th inst. Those present were: Messrs. A. Strauss, S. H. Fullerton, M. R. Grant, J. C. Enochs, N. T. Spear, C. W. Gates, J. J. White, W. Grayson and A. J. Niemeyer. Secretary McCullum made a report of the condition of stock lumber, comparing February and March shipments. Stocks were reported much lighter than usual at this time of year, shipments heavier and much greater than production.

### Coal from Arkansas.

According to a dispatch from Little Rock, Ark., coal-mining companies in that State have secured contracts for 260,000 tons for the government, to be delivered to Southern seaboard ports within the next sixty days. This will take the entire output of the Quita, Coal Hill, Jenny Lind and Huntington mines. The product of the latter three is steam coal, while the Quita is anthracite.

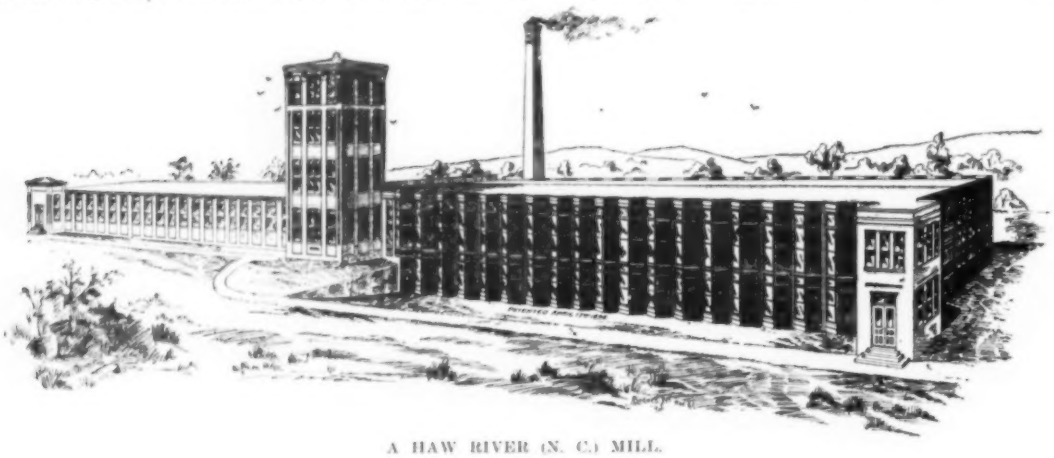
# MECHANICAL.

## DESIGNS FOR SMALL MILLS.

**Architectural Features of Some North Carolina Establishments.**

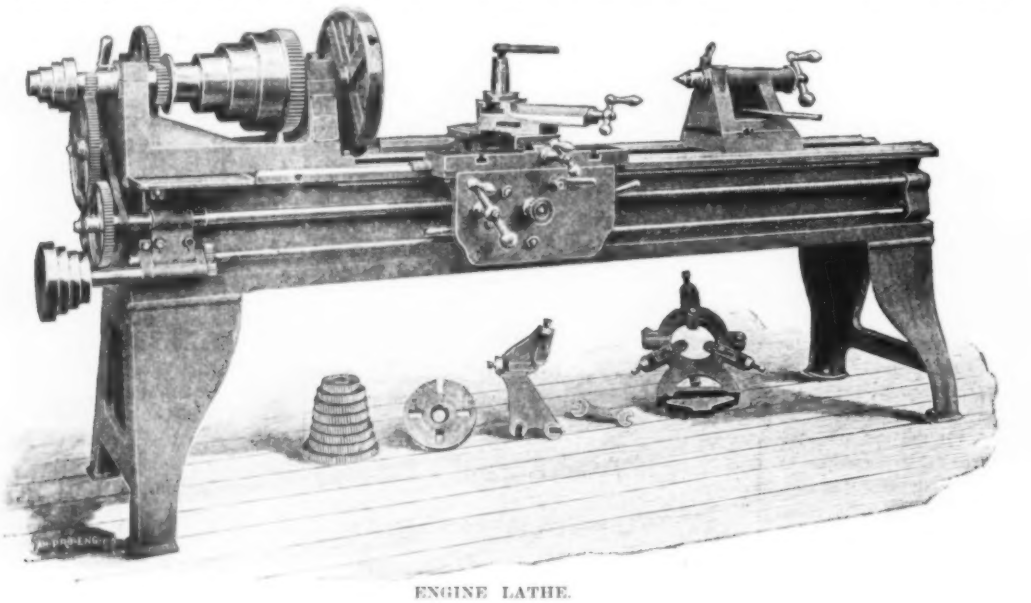
North Carolina has been noted for years as having more cotton mills within its borders than any State south of New England. That these mills have played no small part in the State's growth and progress during the last twenty years, no one acquainted with its resources will question. The people of North Carolina, more than those of any other Southern State, have held to the belief that as good results could be obtained by the establishing of many smaller plants, advantageously located, as in building up large manufacturing centers, and the State be more benefited. There are advantages in both plans, but the assertion is ventured that the mills of North Carolina have earned for their owners during the last twenty years as many dollars per spindle as the mills of any of the other States in the Union, if not more.

On this page we present a good view of one of the well-known mills of the State, located at Haw River. As far back as 1880, Chas. T. Holt, the oldest son of the late Governor Holt, was serving an apprenticeship in one of the noted and best-managed mills in New England, the Dwight Company, of Chicopee, Mass., managed at that time by J. W. Cummock, now treasurer of the great Manchester Mills, Manchester, N. H., and after returning to his native town and successfully managing for a number of years the Granite Mills, owned by his father, he became convinced that a mill for making a certain class of ginghams could be built which would be an advance on any mill then existing in the State, and if properly equipped would prove a paying investment. He associated with him as treasurer B. S. Robertson, who was at that time also connected with the management of the Granite Mills. Influenced by the advice of the late Governor Holt, they built a building and equipped the same with about 120 looms and the necessary winding and finishing machinery, purchasing their yarns in the market, dyeing and preparing the same for the looms. They continued in this way for about three years, and having during this time great trouble in procuring the grade of yarns desired for the class of goods manufactured, they decided to put up an extension to the mill, equipping the same with carding and spinning, and have a complete mill in itself. The one-story part of the building shown in the cut was built first and equipped with looms, with a dyehouse in the rear, but when it was concluded to manufacture their own yarns they also, with progressive spirit, decided to double the plant and make it twice as large as originally intended, and on account of a drop in the grade where the addition was to be located, the engineers, Messrs. C. R. Makepeace & Co., of Providence, R. I., designed a building which would be as well lighted in the basement story even as the more favorably-located parts of the building. This was accomplished by building the windows a V shape, or something like a bay window, rather than setting them in straight or parallel with the walls. The architects claim for this style of construction greater strength and increased light, and better diffusion of same throughout all parts of the rooms, and at no increased cost of construction.



A HAW RIVER (N. C.) MILL.

This method or design for buildings originated with C. R. Makepeace & Co., and is fully protected by patents, and they have furnished the plans for all the cotton mills which have been built in this way. That it has met with favor among mill men is shown by the fact that the company has furnished the plans for the following buildings, about which the mill managers have sent in very complimentary comments: Thomas M. Holt Manufacturing Co., Haw River, N. C.; Cora Manufacturing Co., Haw River, N. C.; Dixie Cotton Mills, La Grange, Ga.; Selma Cotton Mills, Selma, Ala.; Afro-Alabama Cotton Mills, Anniston, Ala.; Great Western Cotton Mills, Douglasville, Ga.



ENGINE LATHE.

## Spraying Device.

The Philadelphia Textile Machinery Co., of Hancock and Somerset streets, Philadelphia, Pa., has recently secured the sole right to manufacture, under patents taken out by Pierre Lorillard, Jr., a new and ingenious spraying device.

This device (here illustrated) is designed to distribute or deliver liquids in small particles, and relates more particularly to machines for distributing liquid upon tobacco, but it is applicable to the distribution of liquids in a similar manner for various other purposes, and also to mixing one liquid with another. The apparatus in its simplest form consists of a cylindrical screen of wire netting, revolving, to a slight depth, in a pan containing the liquid to be sprayed.

As the cylinder slowly revolves the liquid, owing to capillarly attraction, adheres to the meshes of the screen and is carried up to a point from which it is forcibly blown off the netting by means of a blast of air emitted from a slit in the side of a discharge pipe, the latter being located inside the cylindrical screen parallel with its axis and with the slit close to the netting.

The volume of the spray is under perfect control, and may be varied at will, as it is governed entirely by the speed at which the cylindrical screen revolves, thus bringing the liquid more or less rapidly opposite the point of discharge as desired. It will be apparent that the uses to which such a device as this may be put are almost endless. It will be found efficient in adding the flavoring in the manufacture of tobacco, for uniformly distributing oil on wool stock previous to carding, also for spraying cloth previous to calendaring.

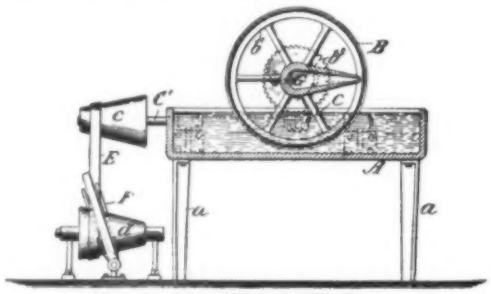


FIG. 1.—SPRAYING DEVICE.

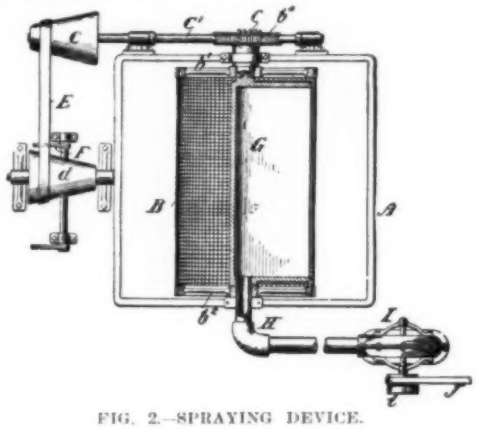


FIG. 2.—SPRAYING DEVICE.

It is the especial desire of the Philadelphia Textile Machinery Co. to receive communications from parties interested in such a device with a view to bringing out its possibilities as to application.

## Engine Lathes.

The new and improved 16 and 18-inch engine lathes built by Messrs. Rahn & Mayer, of 216 West Pearl street, Cincinnati, O., are designed from new and improved patterns. They are built with special conveniences for quick and easy handling, and nothing but the best material and workmanship are used in their construction. The makers claim that their engine lathes are of the highest grade, of large range, easily operated, quickly adjusted, accurate, durable, efficient and modern. A further and more technical description of the special features of these lathes may be obtained by addressing the makers.

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During the past sixteen weeks 132,899,760 pounds of zinc and 18,165,940 pounds of lead have been sold from the Joplin (Mo.) district for $1,832,745.

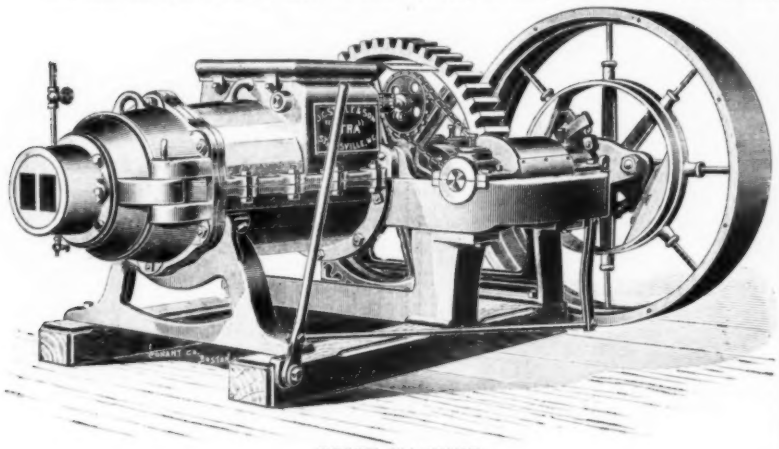
### Magnetic Separator for Oil Mills.

The necessity of a device for successfully removing foreign substances, such as iron particles, nails, screws, etc., from the cottonseed in oil mills has been the means of introducing, among others, the magnetic separator (here illustrated).

Some of the largest cottonseed-oil mills have added this device to their equipment and have found it as represented by the maker, the S. Howes Co., Eureka Works, Silver Creek, N. Y., which will send further information on request.

### Brick Machine.

Brick machinery is subject to hard service, and must be strong, have no complicated parts to get out of order, and have wearing parts that are easily replaced. The machine here shown has proven its ability to meet these requirements by several years' service all over the South. Several of them have replaced other machines with perfect satisfaction, especially in the brick produced. With the patent die, which is furnished with these machines, it has been possible to make brick out of clay that could not be worked with other machines. The machine has friction clutch pulley, feed roller, hinged front, and every part can be easily examined. This machine is manufactured by Messrs. J. C. Steele & Sons, of Statesville, N. C., who also make a smaller size. Either size can be furnished with either hand or automatic tables, which will cut the brick perfectly. For further particulars address the Messrs. Steele.



BRICK MACHINE.

### New Automatic Shear.

The E. W. Bliss Co., of 137 Plymouth street, Brooklyn, N. Y., has recently completed the construction of a new bar shear, which is remarkable for its efficiency and simplicity of design. This shear is especially intended to cut the so-called muck bars, which are usually from twenty to thirty feet long, directly as they come from the rolls into short rectangular pieces of uniform length. The machine does this work automatically, requiring for its operating but one man, who need not be a skilled shearman, and the work is done rapidly and with great precision. The illustrations, which show this machine from three sides, make the compactness of the design apparent at first glance.

A powerful gap-shear, driven directly by an engine, is provided on its right side with a pair of heavy rolls, onto which the bar to be cut is fed on the usual roll-carrier, while the shear itself only acts once in response to each tripping of the clutch mechanism. These rolls run continuously, and are brought to bear upon the bar by means of the large hand lever shown. If this lever is depressed the bar is propelled positively towards and past the shear blades and against a bumper provided at the left side of the shear. As soon as the bar strikes this bumper the clutch mechanism is released and the gate of the shear descends, cutting off the length between the blades and the bumper. To avoid the crowding of this length between the lower blade and the bumper the latter is automatically released instantly when the knife strikes the bar by a clever mechanism in front of the shear. A swinging table is also provided at the right side to support the bar before the cutting takes place. This table swings automatically out of the path of the bar as soon as the shears take hold of it, thus the cut-off length can drop freely to the floor. The action of this machine is very accurate, smooth and quiet, all parts being well balanced and so designed as to insure steady runs of long hours. The mechanism is of the simplest possible form and especially the clutching device of the heavy shearing shaft.

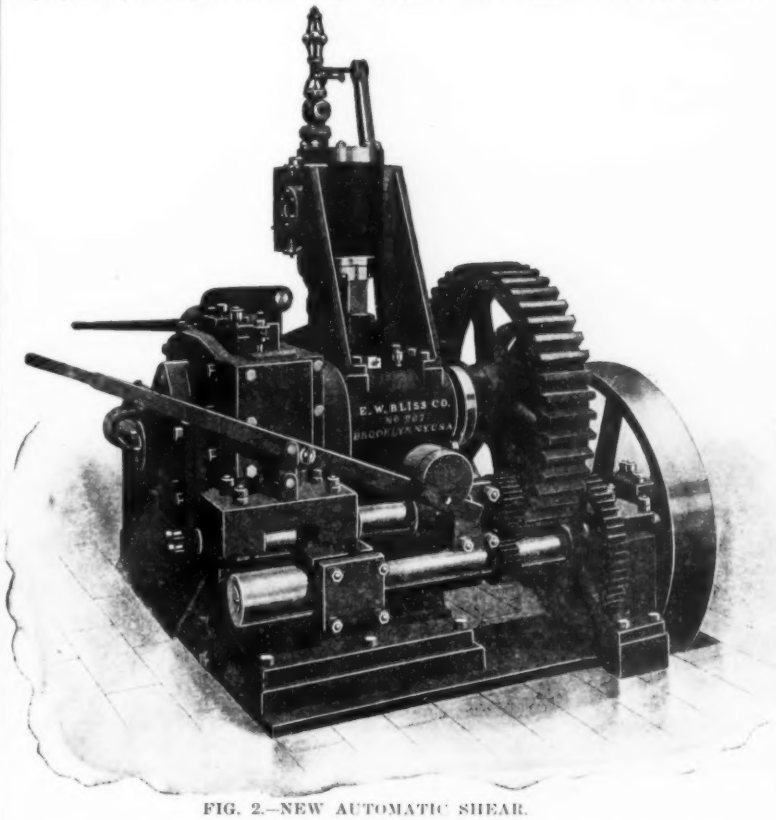



FIG. 2.—NEW AUTOMATIC SHEAR.

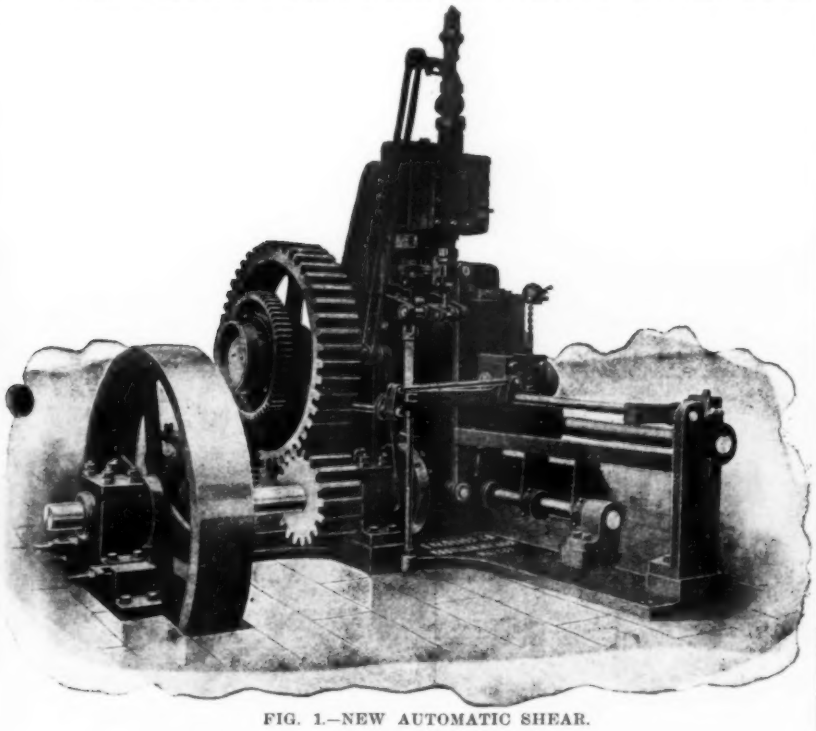


FIG. 1.—NEW AUTOMATIC SHEAR.

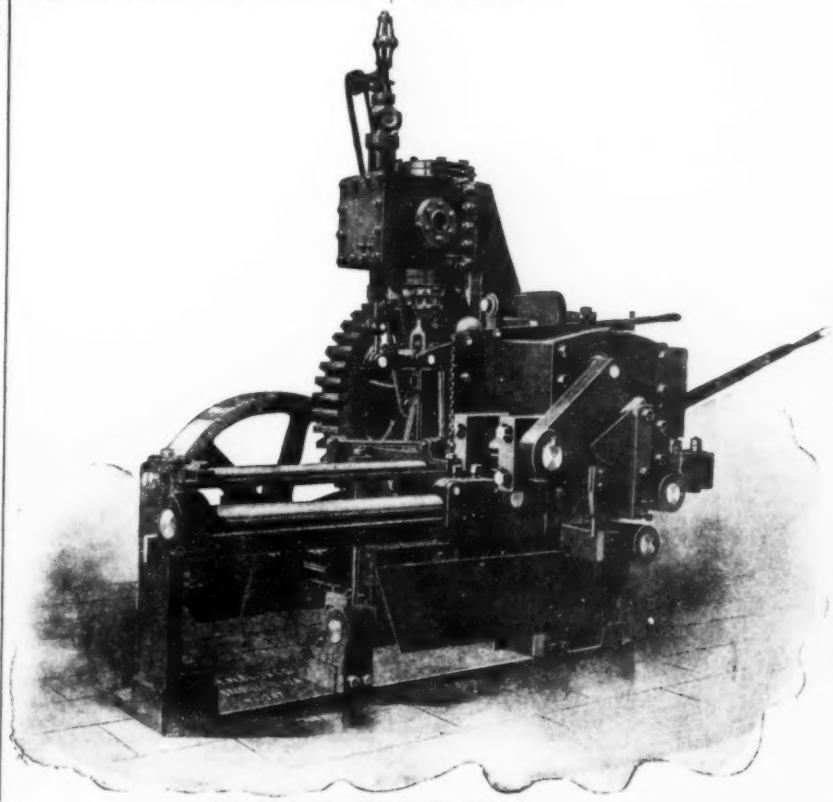


FIG. 3.—NEW AUTOMATIC SHEAR.

A special summer term, beginning May 2, has been arranged for the National Conservatory of Music of America, founded by Mrs. Jeannette M. Thurber, of New York.

By the passage of the riparian ordinance in the Louisiana constitutional convention much of the difficulty in the way of improvements at New Orleans by the Illinois Central Railroad has been removed.

# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.**

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

### ALABAMA.

Florence—Corn and Flour Mills, Cotton Gins, etc.—F. M. Perry, recently noted as to build a $75,000 cotton mill, has decided to erect in connection with that plant a corn and flour mill of twenty-five barrels (each) daily capacity, two large cotton gins, etc.

New Decatur—Brass Works.—A. G. Schellenberger, of Bloomington, Ill., has made a proposition to the Commercial Club for the establishment of a plant for the manufacture of brassware; to employ 500 hands.

New Decatur—Oil Mill.—The New Decatur Commercial Club is negotiating with Selma (Ala.) parties for the erection of a $100,000 cottonseed-oil mill.

St. Stephen's—Timber Lands.—The Bigbee River Lumber Co., of Jackson, Ala., has purchased for $10,800 a tract of timber land near St. Stephen's.

### ARKANSAS.

Jonesboro—Water Works.—The Jonesboro Water Co. has been incorporated, with capital stock of $50,000, by Robert M. Foster, R. P. Maryin and Stephen Stearns.

Leadville—Land and Lumber Company.—Incorporated: The Leach & McNamee Land & Lumber Co., capital stock, $50,000, by R. G. McNamee, J. G. Leach and J. W. Honnall.

Monticello—Water Works.—For information regarding water works proposed address R. S. Hyatt, mayor.*

### FLORIDA.

Dunnellon—Phosphate-mining Plant.—The Dunnellon Phosphate Co. is installing another mining plant.

Eustis—Cigar Factory.—Clifford & Hong have established a cigar factory.

Miami — Electric-light Plant. — Franchise for electric lighting has been granted to Fred C. Thomas, C. S. Van Houten and H. E. Robinson.

### GEORGIA.

Albany — Electric-light Plant.—The city will expend $25,000 in purchasing and improving the Albany Edison Illuminating Co.'s plant.

Cartersville—Ochre Mill.—The Chattanooga (Tenn.) Paint Co. writes that the report of it leasing the ochre mill at Cartersville was incorrect.

Columbus—Water Works.—The city has accepted a certain proposition from the Columbus Water Works Co. which will insure extensive improvements to the company's plant. Two electric pumps of 750,000 gallons capacity each will be erected, fifty additional hydrants will be established, new mains will be laid, etc.

Habersham County—Gold Deposits.—It is said that J. S. Thrasher has discovered gold deposits in Habersham county. Address J. S. Thrasher, care of Sciple's Sons, Atlanta.

Macon — Furniture Company.—Incorporated: The Rhodes-Walker Furniture Co., capital stock $10,000, by A. G. Rhodes, J. D. Rhodes, W. T. Walker and others.

Monticello—Cotton Mill.—W. B. Pope, M. S. Benton, L. O. Benton, J. L. Campbell and A. H. Jordan are interested in the proposed cotton-mill company.

Stone Mountain—Cotton Mill.—The Annestown Cotton Mills is erecting an addition to its plant, and will produce 1200 to 1500 pounds of yarn daily. The company is also planning to erect a small knitting plant, as noted last week, and contemplates later on putting looms for weaving light cotton specialties. Address C. J. Haden, president, 303 Equitable Building, Atlanta, Ga.*

Tallapoosa—Glass Factory.—A company has been organized, as reported last week, to put in operation the Piedmont Glass Co.'s old factory. The plant will be put in repair by the present owners, putting a new steel roof on the main building, furnishing belting for entire works, etc. For further information address C. A. Norton.*

Tifton—Saw Mill.—H. H. Tift will probably rebuild his $50,000 saw mill which was destroyed by fire last week.

Washington—Water Works.—The proposed water-works company has fully organized as the Washington Water Works Co., and will contract for system at once; H. I. Arnold, secretary-treasurer.*

### KENTUCKY.

Mayfield—Woolen Mill.—The doubling of the Mayfield Woolen Mills, noted last week, has been contracted for. Four additional buildings will be erected, including a two-story brick addition to main mill 42x73 feet, two-story brick warehouse 42x120 feet, one-story picker-house 30x50 feet and an engine-house 25x38 feet; a new boiler and engine are being added, power transmission rearranged and a heating plant, twenty-three broad looms, set of cards and two mules are being put in.

### LOUISIANA.

Crowley—Water Works.—The city proposes the extension of its water mains. Address the mayor.

New Orleans—Furnace Works.—John H. Murphy, John S. Rainey, H. Chapman, J. M. Brugneires and others have incorporated the Hawley Down Draft Furnace Co. of Louisiana, Limited, for the manufacture of the "Hawley" down-draft furnaces in Louisiana and Mississippi, etc. Capital stock is $100,000. Address John S. Rainey.

### MARYLAND.

Baltimore—Ice and Refrigerating Plant.—M. V. Smith & Sons have contracted for their proposed ice and refrigerating plant in connection with sea-food and game house.

Baltimore—Canal.—The Baltimore, Curtis Bay & Annapolis Canal & Navigation Co., recently chartered, has elected Elihu S. Riley, president; Arthur M. Easter, vice-president; Walter H. Cronin, secretary, and Luther H. Gadd, treasurer. The executive committee was authorized to take all steps necessary for the inauguration of the company's proposed work. Address the vice-president.

Baltimore—Packing Company.—Incorporated: The Storey-Bunnell Packing Co., by Norman H. Storey, Lucas P. Bunnell, Samuel A. Byus, Lucas M. Bunnell and Norman H. Storey, Jr., for packing oysters, fruit and vegetables, etc.; capital stock $1500.

Hagerstown—Railroad Shops, etc.—Plans for the new buildings for the Western Maryland Railroad Co. have been completed; buildings will comprise a one-story brick roundhouse, a machine shop and blacksmith shops. The roundhouse and machine shop will be fitted up with the latest machinery, boilers, piping, wheel pits, etc., and all modern appliances capable of housing and, at the same time, completely renovating rolling stock. Jackson C. Gott, of Baltimore, is architect of the buildings; J. M. Hood, of Baltimore, general manager.

### MISSISSIPPI.

Jackson—Oil Mill, Refinery and Soap Factory.—E. Cahn, of Meridian, Miss., will erect in Jackson a cottonseed-oil mill of 100 tons daily capacity, an oil refinery and a soap factory; site for the plant has been secured and part of the machinery purchased.

Lexington—Telephone Company.—Incorporated: The Holmes County Telephone Co.

Meridian—Oil Mill.—The Meridian Fertilizer Co. has chosen site for the erection of its proposed $30,000 cottonseed-oil mill.

Vaiden — Telephone Company.—Incorporated: The Vaiden Telephone Co., capital stock $1000.

Vicksburg—Manufacturing, etc.—Incorporated: The Vicksburg Railroad, Power & Manufacturing Co., capital stock $250,000.

Vicksburg—Mercantile.—Incorporated: The Valley Dry Goods Co., capital stock $50,000.

Vicksburg—Telephone Company.—Incorporated: The Vicksburg & Yazoo City Telephone Co.

### MISSOURI.

Bois D'Arc—Cannery.—Incorporated: The Bois D'Arc Canning Co., capital stock $3000, by Walter Bray, J. M. Baker, J. W. Frame, V. C. Lambert, L. A. Nicholson and others.

Farmington — Electric-light Plant.—Incorporated: The Farmington Electric Light & Ice Co., capital stock $20,000, by D. O. Johnson, Charles E. Schwarz and C. R. Webb.

Joplin—Mining.—Incorporated: The Seen.ore Mining Co., capital stock $15,000, by B. F. Wilson, Thos. K. Hanna and A. L. Means.

St. Louis—Cornice Company.—Jacob Coplan and others have incorporated the Coplan Galvanized Cornice Co., with a capital stock of $3000.

St. Louis—Electric Company.—Incorporated: The Old Hickory Electric & Construction Co., capital stock $50,000, by Frank F. Sopp, Hiram Cole, J. C. Terry, F. M. Estes and J. H. Roberson.

St. Louis—Shoe Company.—Incorporated: The Anstedt Shoe Co., capital stock $10,000, by J. J. Anstedt and others.

### NORTH CAROLINA.

Charlotte—Telephone System.—The Queen City Telephone Co. has been incorporated, with capital stock of $250,000, by J. A. Helvin, J. Holt, J. H. and R. J. Gourley.

Concord—Cotton Mill.—The Coleman Manufacturing Co. has completed its building and will soon arrange for the purchase of its intended equipment of 7000 spindles and 100 looms; W. C. Coleman, secretary, can be addressed.*

Fayetteville—Knitting Mill.—H. M. Pemberton will establish a knitting mill, employing water-power, etc.

Greensboro—Electric-light Plant.—The city has accepted a proposition from W. H. Houghton for the establishment of an electric-light plant. Address the mayor.

Greensboro—Electric-light Plant.—John N. Wilson, attorney for W. H. Houghton, has made a proposition to the city for the erection of an electric-lighting plant.

Greensboro — Paint Factory.—The York Manufacturing Co. has established a dry paint factory of 8000 pounds daily capacity.

Greensboro—Pants Factory.—The Glenn Manufacturing Co. has been organized, with capital stock of $5000, to manufacture pants, by R. G. Glenn, C. H. Ireland and J. B. Sneed.

King's Mountain—Telephone System.—Incorporated: The King's Mountain Telephone Co., capital $1000, by P. S. Baker, F. Dilling, C. E. Neisler, R. S. Plank and J. S. Manning.

Norwood—Cotton Mill.—The new mill company recently reported has chartered as the Norwood Cotton Manufacturing Co., capital stock $50,000, and privilege of increasing to $200,000. Address J. A. Tyson, secretary.

Red Springs—Cotton Ginnery.—A. T. McCallum and associates will erect a cotton ginnery of three 60-saw gins, etc.*

Washington — Gas Plant. — Incorporated: The Washington Gas Co., capital stock $40,000, by J. A. Jackson, of Cincinnati, O.; C. W. Benedict, of Liberty, Ind., and A. M. Dunnsay, of Washington, N. C. Plant is about completed; capacity 150,000 feet daily.

### SOUTH CAROLINA.

Camden—Gin and Planing Mill.—C. C. Vaughan will erect a cotton gin and planing mill.

Charleston—Automatic Scale.—Chartered: The Automatic Scale Co., with Walter Pringle as president; George A. Wagener, vice-president; H. Pringle, secretary and treasurer, and Benjamin Simons, general manager. The capital stock is $50,000.

Greenville—Seminary.—Incorporated: The Presbyterian Seminary, capital stock $10,000, by Rev. S. R. Preston and others.

Greer Depot—Manufacturing.—The Greers Manufacturing Co. has been incorporated, capital stock $10,000, with E. S. Brooks, president, and W. E. Waldrop, secretary-treasurer.

Jonesville—Cotton Ginnery.—The McWhirter Ginning Co., recently organized to erect a plant of three 70-saw gins of thirty to forty bales capacity daily, has applied for incorporation, its capital stock being $2100; incorporators are J. L. McWhirter, T. L. Hames, F. M. Farr, W. E. Thomas and Emslie Nicholson.

### TENNESSEE.

Chattanooga—Bicycle Factory.—The New York Bicycle Co. has been incorporated, with capital stock of $5000, to deal in and manufacture bicycles, by D. H. Barker, E. O. Williams, W. H. Barker, F. W. Williams and F. E. Favis.

Chattanooga—Telephone System.—E. W. Coleman, of Columbia, Tenn., has applied to the city council of Chattanooga for telephone franchise.

Chattanooga—Telephone System.—J. A. Hevlin, of New York, has applied to the city council for telephone franchise. Address care of T. C. Latimore, Chattanooga.

Johnson City—Woodenware Factory.—Joe Wilson and W. G. Mathes will establish a factory for the production of wooden bowls.

Lexington—Electric-light Plant.—For information regarding proposed electric-light plant address H. E. Graper.

Madisonville—Knitting Mill.—W. N. Magill writes that there is no truth in the report that he contemplates erecting a knitting mill.

Memphis — Electric Plants. — Chartered: The Magnetic Electric Light & Power Co., by B. M. Stratton, W. C. Bridges, H. F. Robinson, M. E. Carter and F. W. Brode, to manufacture and sell electric-light and power and to deal in electric goods and generators. The authorized capital of the company is $10,000,000. Address B. M. Stratton.

Murfreesboro — Cannery. — The Murfreesboro Canning Co., recently noted, has incorporated and will erect cannery at once at a cost of about $3500; capital stock is $5000; W. F. Mallory, treasurer.

Nashville—Medicine Company.—James M. Freels, W. J. Freels, James R. Halburnt, J. M. Black and W. F. Black have incorporated the Halburnt & Freels Medicine Co., with a capital stock of $10,000.

Nashville—Brewery.—It is reported that Chicago capitalists (represented by W. B. McBride, of Chicago,) have purchased site from E. G. Noel for the erection of a $500,000 brewery. Address W. B. McBride, care of E. G. Noel, Nashville.

Newport—Tannery.—England & Bryan are enlarging their tannery from 100 to 150 hides daily capacity.

Somerville—Orchard Company.—Incorporated: The West Tennessee Orchard Co., capital stock $50,000, by C. D. Terrill, R. L. Montgomery, R. H. Rivers, H. S. Shaw, E. E. Carpenter, C. W. Rooks.

Stone Creek—Pyrites Mining, etc.—John N. Adams, of Elizabethton, Tenn., claims that English capitalists are developing pyrites mines near Stony Creek (as noted last week under Carter county, Tennessee). Mr. Adams also claims that a company has been organized to continue the development of the property, and he claims that those interested are Harry G. Acock and Ralph T. Callowhill, both of Boston, Mass. (formerly of London, England); George E. Boren, of Bristol, Tenn., and John N. Adams, of Philadelphia, Pa.

### TEXAS.

Austin—Bedding Factory.—The Southern Bedding Manufacturing Co., reported last week as incorporated, is a change of the name of the Austin Mattress Manufacturing Co.

Brownwood—Ice and Light Plants.—The Brownwood Ice & Light Co., noted last week as incorporated, has let contract for the installation of its light and ice plants.

Columbia—Sugar Factory, etc.—It is reported that M. A. Piedra, of New Orleans, La., and A. F. Delbert, of Long Beach, Miss., have purchased 1200 acres of land in Brazoria county and will cultivate same in sugar cane and erect a $175,000 sugar factory at Columbia.

Dallas—Fire Proofing.—Incorporated: The Franklin Fire Proofing Co., capital stock $10,000, for the manufacture and sale of fire proofing for buildings; incorporators, J. J. Franklin, J. F. Wellington, Jr., and George E. Bennett.

Dallas — Hardware Company. — Incorporated: The Central Hardware Co., capital stock $1000, by T. C. Lewis and others.

Fort Worth — Mercantile. — Incorporated: Fakes & Co., capital stock $60,000, by Mrs. Emma C. Fakes and others.

Palestine—Water Works.—G. R. Cook, W. B. Johnson and associates have franchise for the construction of water works.

Rodgers—Water Works.—Jos. S. Thompson will construct water works system; population 1000.*

Sour Lake—Oil Refinery.—The Gulf Coast Refining Co. is now building the proposed refinery.

Texas—Copper Mines.—It is reported that capitalists are developing a copper mine 100 miles east of El Paso on the Texas & Pacific Railroad. Prof. W. F. Cummins, of Dallas, Texas, may possibly be able to give information.

Timpson—Coal Mining, Coke Manufacturing, etc.—Chartered: The Timpson Coal & Coking Co., capital stock $50,000. The purposes of the corporation are the mining of coal and lignite, iron and other minerals, and production and manufacture and sale of coke and oil and the associate products of coal and lignite and the manufacture and sale of iron and its products, etc.; incorporators, C. W. Tandy, of San Antonio; S. D. Hanna, of Timpson, and N. L. Mills, of Houston.

Waxahachie—Increase Capital.—The Waxahachie Cotton Oil Co. has increased its capital stock from $50,000 to $100,000.

### VIRGINIA.

Alexandria—Cemetery.—Incorporated: The Virginia Interment Co., capital stock $5000, with George R. Hill, president; J. Clinton Smoot, vice-president; J. K. Taliaferro, secretary, and J. P. Robinson, treasurer.

Farmerville—Ice Factory.—Salomon Wilde, of Torresdale, Pa., will establish an ice factory in Farmerville. Address Mr. Wilde, at Farmerville.

Norfolk — Heating System.—Incorporated: The Hydrolian Heating Co., capital stock $50,000, for the purpose of manufacturing heating systems, etc.; H. P. Maxwell, president; B. J. Reynolds, vice-president, and Alfred Clay, secretary-treasurer. Address the secretary.

Norfolk—Navy-yard Improvements.—Among the many important items in the naval appropriation bill for the fiscal year ending June 30, 1899, appears the following: Toward enlargement of electric plant and concentration of steam, $20,000; extension of quay wall, $30,000; shipfitters' shop at new dry-dock (construction and repair), $40,000; extending railroad tracks for traveling crane, $13,000; steel standpipe, 270,000 gallons, $13,000; grading and paving (to continue), $10,000; in all $126,000; also for constructing a wet-dock. Construction plant, repairs and improvements will also be made at cost of $50,000; John D. Long, Secretary of the Navy, Washington, D. C.

Williamsburg—Brick Works.—Adam Ritger has established a brick plant.

### WEST VIRGINIA.

Elkins — Brush Company.— Incorporated: The National Brush & Broom Co., subscribed capital $500 (limited to $60,000), by Charles Cole, R. Y. Ruth, of Washington, D. C.; Calvin H. Livingstone, E. H. McDermot, of Elkins, W. Va.; John L. Wise, of Falls Church, Va.

### BURNED.

Alexandria, La.—Cotton gin of W. P. Flower.

Camden, S. C.—Ginnery and lumber mill of C. C. Vaughan; loss $2500.

Durant, Miss.—Roundhouse and machine shops of the Illinois Central Railroad; W. J. Harahan, superintendent, Louisville, Ky.

Fort Mill, S. C.—Carding department of the Millfort Mills damaged to extent of $12,000 or $14,000.

Galveston, Texas.—Corn and grits mill of Boysen & Co.; loss $10,000.

Halltown, W. Va.—Eyster & Son's paper mill damaged; loss $8000.

Vicksburg, Miss.—Dr. C. J. Ingersol's cotton gin.

Yazoo City, Miss.—Lintonia Sash, Door & Blind Factory; loss $10,000.

Yazoo City, Miss.—Lintonia Lumber Co.'s plant damaged to extent of $6000.

## BUILDING NOTES.

Anderson, S. C.—Residence.—The Anderson Lumber Co. has contract to build a $3000 residence for F. E. Watkins after plans by Frank McM. Sawyer.

Ashland, Ky. — Residence.—Ed Horrocks will erect a residence.

Baltimore, Md.—Dwellings.—Vincent Hagewan will erect ten dwellings; J. W. Sindall will erect three two-and-one-half-story frame dwellings.

Baltimore, Md.—Theater.—A report says that Goodrich & Goodrich (Fidelity Building) have prepared plans for a theater to be built in Baltimore by A. C. Miller, of San Francisco, Cal.; structure to be 72x190 feet, five stories high, to seat 1800 persons and have steam-heating plant, electric dynamo for 2600 incandescent lamps, etc.; cost to be about $50,000.

Belton, S. C.—Residence.—Dr. Holcombe will build residence after plans by Frank McM. Sawyer, of Anderson, S. C.

Charlotte, N. C.—Parsonage.—The erection of a parsonage is proposed. Address W. R. Walker.

Columbus, Ga.—School.—Bids will be opened May 2 for the erection of brick, stone-trimmed school building in accordance with plans and specifications by Lockwood Bros. Address James Smith, chairman of building committee.

Commerce, Texas—School.—Bids will be received until May 12 for the erection of a two-story-and-basement brick high school building according to plans and specifications now on file in the mayor's office, also at the office of the architect, J. S. Moad, 308 North Texas Building, Dallas, Texas. Address O. C. Mulkey, mayor.

Louisville, Ky.—Engine-house.—Finzer Bros. will erect an engine-house to exchange with the city for a certain property.

Louisville—Grain Elevator.—H. Walters is preparing plans for a 75,000-bushel grain (steel) elevator for the Ballard & Ballard Co.

Nashville, Tenn.—Hotel.—It is reported that Chicago capitalists (represented by W. B. McBride, of Chicago,) will build an eight-story steel frame hotel to cost over $200,000; building to have 150 sleeping apartments, numerous baths and other modern improvements. Address W. B. McBride, care of E. G. Noel, Nashville.

New Braunfels, Texas — Store. — George Pfeuffer estate will erect a store building.

New Orleans, La. — Dwellings. — J. H. Menge to build $3500 brick store; D. G. Baldwin, a $1000 cottage; W. H. Onion, a $1300 cottage, and Mrs. Thomas Clark, a $1000 cottage.

Raleigh, N. C.—Business Structure.—W. R. Tucker will erect a business building, as referred to last week; structure to be of brick, four stories high, with all modern improvements; cost to be $30,000.

Richmond, Va.—Mercantile Building.—Temple, Pemberton, Cordes & Co.'s proposed mercantile building, noted last week, will be three stories high, 130x53½ feet, granite front, and be equipped with modern appliances, such as elevators, steam-heating system, counters, shelving, etc.; cost to be $60,000.

Washington, D. C.—Dwellings, etc.—Robert L. Preston has permit to erect a dwelling, plans by Hornblower & Marshall; structure to be three stories high and have all modern improvements. McKim, Meade & White, of New York, have prepared plans and specifications for a residence for Thos. O. Selfridge. Appleton P. Clark has prepared plans for residence for Charles Javins, three stories high, 25x50 feet, to have elevator for carriages, etc. M. T. Haller has completed plans of residence for B. H. Warner, to be four stories high, 76x100 feet.

Waxahachie, Texas—Residences.—Dr. G. W. Walker and W. A. Briggs will each erect residences.

Williamsburg, Va.—Bank Building.—Contract for erection of bank building awarded to C. H. Hudgins, of Richmond.

## RAILROAD CONSTRUCTION.

### Railways.

Baltimore Md.—It is stated that the company owning the Washington & Baltimore Electric line has at last made arrangements whereby the portions of the road between Baltimore and Ellicott City and between Washington and Laurel are to be completed at once. Henry A. Parr, of Baltimore, is one of the company.

Bolivar, Mo.—It is reported that tracklaying has begun upon the Kansas City, Osceola & Southern Railroad, which is being built between Bolivar and Osceola, Mo. The road will be a branch of the St. Louis & San Francisco system, and will be forty miles in length.

Charleston, S. C.—It is stated that the Charleston & Seashore Railroad Co. has awarded contracts for bridges and track work along the line. Sooyer Smith & Co. are acting as engineers, and the Virginia Bridge Co., of Roanoke, Va., is constructing the bridge work. Henry Oliver has secured the contract for the power-house. The line is to be ten miles long, and will be operated by the trolley system. J. S. Lawrence is one of the principal promoters of the enterprise.

Chattanooga, Tenn.—It is reported that a mortgage to secure $2,500,000 in bonds given to the Central Trust Co., of New York, has been filed to finance the extension of the Memphis & Charleston division of the Southern Railway from Stevenson, Ala., to Chattanooga. The distance is twenty-eight miles. Frank S. Gannon, at Washington, is vice-president of the company.

Delta, Mo.—It is stated that the St. Louis Southwestern Railroad Co. has completed its branch from Delta to Gray's Landing, on the Mississippi river, a distance of sixteen miles. S. W. Fordyce, at St. Louis, is president of the company.

Fredericksburg, Va.—It is reported that several miles of grading have been completed on the Virginia, Fredericksburg & Western Railroad which is being constructed by J. W. Coffin, general contractor.

Gloucester, Va.—It is reported that Gerard Hopkins and others are promoting a plan to build an electric railway in Gloucester county. The county will vote on April 28 on the question of issuing $50,000 in bonds in aid of the enterprise.

Knoxville, Tenn.—The Chamber of Commerce of Knoxville has decided to support the proposition made by the Knoxville & Bristol Railroad Co. to build to Knoxville. It provides that the people of Knox county subscribe $100,000 to the stock of the company, to be paid for in 4 per cent. county bonds. H. M. Aiken is general manager of the railroad company.

Memphis, Tenn.—The charter incorporating the Memphis, New Orleans & Texas Railroad Co. has been published. It gives the company the right to operate a railroad between Memphis and New Orleans, and to own all necessary terminal facilities. Among those interested are W. A. Percy, J. H. Watkins and H. L. Armstrong, all of Memphis.

Mobile, Ala.—The Mobile, Jackson & Kansas City Railroad, now under construction, has been completed to a point forty-six miles beyond Mobile. The company contemplates building it to the Pascagoula river, a distance of fifty miles, by May 1. The Gulf City Construction Co., of Mobile, is the general contractor for the road.

Norfolk, Va.—It is reported that the branch of the Norfolk, Virginia Beach & Southern Railroad to Munden Point, Va., has been completed and that trains are in operation. The branch is twenty miles long.

Petersburg, Va.—Two gangs of workmen are now engaged in constructing the Richmond, Petersburg & Carolina Railroad between Petersburg and Ridgeway, N. C. It is calculated to complete twenty miles of this road by July 1. De Witt Smith, of 50 Broadway, New York, is president of the railroad company.

Raleigh, N. C.—Several miles of the Raleigh & Cape Fear Railroad have been graded. It is stated that the branch of the Southern Railway to the Caraleigh Cotton Mills will be used for a portion of this line. John A. Mills, at Raleigh, is one of the promoters of the enterprise.

### Street Railways.

Anniston, Ala.—It is stated that work has begun upon an extension of the Anniston Electric Railway into the suburbs.

Baltimore, Md.—The Maryland Electric Railway Co. has offered $10,000 for a franchise from the city to use several streets for an electric line. Among those interested are Harrison Cassard, Isaac L. Straus and Leopold J. Stern.

Biloxi, Miss.—The Biloxi Street Railway Co. has been chartered with a capital of $7500.

Greensboro, N. C.—The city council has determined to accept the proposition of W. H. Houghton, of New York, to build an electric street railway. The mayor will give further information.

Pensacola, Fla.—H. N. Brooks, superintendent of the Pensacola Terminal Railroad Co., informs the Manufacturers' Record that the extension of this line will be about two miles. It will be built at once.

Vicksburg, Miss.—The Vicksburg Railroad, Power & Manufacturing Co. has been chartered with $250,000 capital. This company, it is understood, will control the franchise for an electric railroad given by the city to Percival Steele, of Chicago, and others.

## Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Air Pumps.—Linn White, Chattanooga, Tenn., wants to correspond with makers of hand air pumps.

Belting.—Glass company will need belting. Address C. A. Norton, Tallapoosa, Ga.

Boats.—A. F. C. Cramer, Charleston, S. C., wants to buy a rowboat.

Boats.—See "Naphtha Boats, etc."

Boiler.—New Orleans Cypress Co., Limited, New Orleans, La. (311 Baronne street), wants bids on furnishing a marine boiler for tugboat, to replace a Scotch marine, six-foot diameter, fifteen feet long, 13-inch tubes.

Boiler and Engine.—See "Cotton Ginnery."

Boiler and Engine.—See "Water Works."

Boiler and Engines.—D. J. Gooch, Oxford, N. C., wants a second-hand 25-horse-power boiler (for wood fuel), with or without engines.

Boilers and Engines.—Coleman Manufacturing Co., W. C. Coleman, secretary, Concord, N. C., wants bids on boilers and engines.

Brick.—The city of Louisville, Ky., will open bids until May 2 for 1,000,000 vitrified brick. Address Harry Weaver, city buyer.

Broom Twine.—Sanford Broom Co., Sanford, N. C., wants to correspond with manufacturers of broom twine.

Canning Machinery.—J. B. Long, Benedict, Fla., will want to buy canning machinery.

Carriage Factor. — Jones Carriage Co., Rome, Ga., states that it will likely buy some new machinery later on; J. W. Jones, president.

Conveying Machinery.—James Stewart & Co., Commercial Building, St. Louis, Mo., are in the market for a plant for handling gravel and sand from barges to the inside of levee, and for handling concrete from the mixing machines to the work; will also want concrete mixers.

Corn-pith Cellulose.—J. S. Knapp, Auburndale, Fla., wants price-lists from manufacturers of and dealers in corn-pith cellulose.

Cotton Ginnery.—A. T. McCallum, Red Springs, N. C., wants to contract for cotton ginnery, to include three 60-saw gins, forty-horse-power boiler and engine, cotton conveyors, seed conveyors, press, etc.

Dredge.—Sealed proposals for building wooden hull, seagoing hydraulic dredge will be received until May 21, 1898. Information furnished on application to F. A. Mahan, major engineers, Montgomery, Ala.

Furniture. — Bossier parish, Louisiana, wants bids on metallic furniture for county clerk's office. Address J. T. Manry, Benton, La., for plans and specifications.

Hardware. — Linn White, Chattanooga, Tenn., wants to correspond with makers of jail locks, hinges, sanitary appliances, etc.

Heating System.—Davidson County Asy-

lum, Nashville, Tenn., contemplates changing heating and water system. Address Judge John C. Ferriss.

Knitting Machinery.—Annestown Cotton Mills, C. J. Haden, president, 303 Equitable Building, Atlanta, Ga., wants to buy knitting machines. (This item also given last week).

Lumber.—Southern Finishing & Warehouse Co., Greensboro, N. C., wants to buy one-and-one-quarter-inch maple flooring in quantities.

Mixers.—See "Conveying Machinery."

Naphtha Boats, etc.—A. L. Townsend, Bainbridge, Ga., wants to correspond with builders of naphtha and gasoline launches; wants to obtain estimates on twenty to twenty-five launches.

Oil-fuel Apparatus.—Atlanta Terra Cotta Co., 49 North Forsythe street, Atlanta, Ga., wants to buy for attachment to its kilns apparatus to burn oil as fuel, instead of coal, as at present.

Oil Furnaces.—See "Oil-fuel Apparatus."

Oil Mill.—Wayne J. Stump, Womelsdorf, Pa., wants full information regarding sassafras-oil mills, cost of equipment, etc.

Oil-mill Machinery.—Florence Oil Mill, Florence, S. C., wants catalogues, price-lists and discounts on cottonseed-oil machinery.

Paint.—Glass company will need paints. Address C. A. Norton, Tallapoosa, Ga.

Pile-drivers.—C. W. Chadwick, Taylorsville, Ala., wants addresses of makers of pile-drivers, especially such as are used for driving fence-posts.

Railway Equipment.—Milner & Kettig Co., Birmingham, Ala., is in the market for a very light second-hand locomotive, 36-inch gauge, saddle tank preferred; not to weigh over 35,000 pounds; must be in good order and cheap; send full description in first letter.

Railway Equipment.—D. M. Stratton, secretary Atlantic & North Carolina Railroad Co., New Berne, N. C., wants proposals for furnishing him with 100 to 200 tons of 50-pound steel rails and thirty to fifty logging cars; new or second-hand will be considered.

Rice-mill Machinery.—Hyman Supply Co., New Berne, N. C., wants addresses of manufacturers of rice-threshing machines.

Roofing.—Glass company will need iron or steel roofing. Address C. A. Norton, Tallapoosa, Ga.

Safe.—Britton & Johnson, Spout Springs, N. C., want to buy a second-hand safe, to weigh about 2000 pounds.

Spring-bed Machinery.—See "Wire-working Machinery."

Steam Shovel.—S. G. Pruett, 40 Commerce street, Montgomery, Ala., wants to rent a Marion steam shovel for three months.

Water Works.—Washington Water Works Co., H. I. Arnold, secretary, Washington, Ga., wants bids on one steel tank and tower of 40,000 gallons capacity, one mile of six-inch mains, hydrants, etc., engine, boiler, etc.

Water Works.—Jos. S. Thompson, Rodgers, Texas, will probably require 5000 feet of four-inch and 10,000 feet of two-inch pipe, besides smaller pipe; artesian-well supply.

Wire-working Machinery.—Raleigh Spring Bed Co., Wake Forest, N. C., wants to buy machinery for manufacture and knotting of spirals for spring beds.

Woodworking Machinery.—See "Carriage Factory."

Woodworking Machinery.—Glass company will need cut-off saw, rip-saw, resaw and planer; good second-hand machines will answer. Address C. A. Norton, Tallapoosa, Ga.

Woodworking Machinery.—John W. Hussey, No. 1 Broadway, New York city, is in the market for a Perkins perfection power-feed shingle machine with stop motion, 38-inch or 42-inch saw, and Perkins rat-catcher or shingle sizer.

## TRADE NOTES.

Appointed Engineer.—Mr. J. M. Beavo has been appointed engineer of the electric light and water company at Gas City, Ind.

Ice Machinery Contracted For.—M. V. Smith & Sons, of Baltimore, have awarded contract for an ice and refrigerating plant to the York (Pa.) Manufacturing Co.

Ball Engines.—Ball engines continue to be placed in power plants in different sections of the country. The Great Northern Hotel in Chicago has ordered three 225-horse-power cross-compound engines (Ball), to be connected direct to 150-kilowatt electric generator; an electric-plant building in Pittsburg will be equipped with Ball engines, and a Ball engine is being built for shipment to Mexico. The Ball Engine Co., of Erie, Pa., constructs the Ball engines.

Notice of Removal.—On and after May 1 the business of the Pennsylvania Iron Works Co., of Philadelphia, Pa., will be transacted at its general office in the Land Title & Trust Co.'s building, at Broad and Chestnut streets.

Pumping Engine for Sale.—The city water department of Baltimore, Md., is offering for sale a 5,000,000-gallon Worthington high-duty pumping engine. The machine has been in use only since '92, and is now in first-class condition. Address William L. Kenly, chief engineer.

Contracts for Cement.—The government has awarded to the National Building Supply Co., of Baltimore, a contract for 15,000 barrels of cement for the new fortifications at Bolivar Point, Galveston, Texas; 1000 barrels at North Point, Md., and 12,000 barrels for Fort St. Philip, near New Orleans; delivery to be made in thirty days.

Steel Steamers.—The Old Dominion Steamship Co., of New York, has contracted with the Delaware River Iron Shipbuilding & Engine Works, of Chester, Pa., for two steel steamers of 3000 tons each, to have triple-expansion engines of 3500 horse-power, four boilers of 190 pounds working pressure, accommodations for 180 passengers and have normal speed of sixteen knots.

Machine Tools for Europe.—In the past week orders have been received by the American Tool Works Co., of Cincinnati, O., for a number of 22-inch and 24-inch lathes for the United States Projectile Co.'s plant at Brooklyn. Orders have also been received for boring mills, lathes, planers and drill presses from Vienna, Austria, and from St. Petersburg, Russia, for large lathes and planers.

Pig Iron.—Messrs. Hickman, Williams & Co., of Louisville, Ky. (offices in the Kenyon Building), and of Chicago, Ill. (offices in 1138 the Rookery), continue to be prepared to furnish the trade with the celebrated pig irons, brands "Silex" and "Hickman." The "Silex" brand is high in manganese and low in sulphur, and the "Hickman" is tough, clean and dense, being especially recommended for rolls, ice machinery and all castings requiring dense structure and smooth finish.

Reamers vs. Twist Drills.—The Tampograph Co., of Wilmington, Del., calls attention to its claims for the advantages obtained by the employment of reamers over twist drills. The Tampograph Co. claims that on boiler work and hull work reamers have steadily reamed out from sixteen to eighteen holes per minute, as against from three to four holes reamed with twist drills, and that reamers have finished 2000 holes without grinding, and still showed little wear or tear. Write the company for information concerning its tools.

Sprague Electrical Machinery.—Contracts have been placed with the Sprague Electric Co., of New York, to supply "Lundell" motors for the machine, cabinet, mill and blacksmith shops of the Stephenson Car Works in New Jersey; also for equipping the Library of Congress with "Lundell" exhaust-fan outfits to be operated by "Lundell" motors. An interesting exhibit to be given at the Madison Square Garden, in New York city next month, will include an electric elevator machine for the Underground London Railway. The London machines are said to be the largest of this type ever built, and they were constructed by the Sprague Electric Co.

Towing Machines on Lake Michigan.—Car ferrying on the Great Lakes has been effectively assisted by the use of the Shaw & Spiegle patent towing machines, and an interesting article anent this car ferriage appeared in Cassier's Magazine for April. The requirements for the ferrying of cars on Lake Michigan are especially rigorous in the matter of towing machines, as rough water is not infrequently met with on the trips taken, and it would prove a serious matter if the tow-lines parted. The requirements for this work have been found in the towing machines above noted, which are manufactured by the American Ship Windlass Co., of Providence, R. I., Frank S. Manton, agent.

# FINANCIAL NEWS.

**The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.**

### New Corporations.

H. C. Whaley, A. B. Williams and others have organized the Farmers' Bank of Turney, Mo., with $10,000 capital.

It is reported that Edward Patten & Co., of Smithville, Mo., are preparing to open a bank at Liberty, Mo., early in May.

The Union Investment Co., of Paris, Texas, has been chartered, with $75,000 capital, by D. A. Gould, of St. Louis; H. W. Lightfoot and others, of Paris.

### New Securities.

The town of Albany, Ga., has voted in favor of issuing $25,000 in bonds for electric-light purposes. The mayor will give further information.

The town of Summit, Miss., will receive bids until May 3 for $15,000 worth of 6 per cent. water works bonds. Address J. B. Holden, mayor.

It is reported that the Portsmouth (Va.) Street Railway Co. has given a mortgage to the United Security & Trust Co. of Philadelphia to secure a bond issue of $140,000.

The city of Raleigh, N. C., is making arrangements to obtain a loan of $25,000 at 5 per cent. from the Penn Life Insurance Co. It will be used to refund a 6 per cent. loan.

W. P. Gresham, clerk, will receive bids until May 2 for the issue of $20,000 worth of 5 per cent. bonds of Sunflower county, Mississippi. He may be addressed at Indianola, Miss.

The city of Memphis, Tenn., has decided to sell its issue of $150,000 in bonds to Seasongood & Meyer, of Cincinnati, Ohio. The bonds bear 5 per cent. interest, and were sold at a premium of $6000.

The issue of bonds of the city of Spartanburg, S. C., has attracted a number of bidders. The bonds, which bear 6 per cent. interest, are wanted at figures as high at 111.27. The award has not as yet been made.

### Dividends and Interest.

The Orange Telephone Co., of Orange, Va., has declared a dividend for the year of 13 per cent.

The Fidelity Trust & Vault Co. of Louisville, Ky., as declared a quarterly dividend of 2 per cent.

The Sibley Manufacturing Co., of Augusta, Ga. (cotton), has declared a semi-annual dividend of $3 per share.

To Revolutionize War.—An aerial torpedo is being constructed in Chicago, and its inventors, Emil and Louis Gathmann, claim for it a destructive power that has been unknown in the history of warfare. It is asserted that this torpedo can be hurled eight miles. The present engines of destruction can be carried 500 yards. J. J. Ryan & Co., 68 West Monroe street, Chicago, are making some of the new aerial torpedoes for the United States government. In the shells that are now used in naval warfare there are fifty pounds of gun-cotton. These are the shells that are ordinarily used in 12-inch guns. The Gathmanns have succeeded in constructing a shell of the same weight and fitted to the same gun which will carry 400 pounds of gun-cotton. The destructive force of this amount of gun-cotton will be to the destructive force of that used in the old-style shell as the square of 50 is to the square of 400, or, reducing the equation, as 1 is to 64. The new shell, or torpedo, though it contains but eight times as much gun-cotton, will be sixty-four times as destructive. The largest torpedo which can be hurled against an American warship contains 200 pounds of gun-cotton, but the shells which are being constructed by Ryan & Co. will have four times the destructive force of Spain's most formidable projectile. The new projectile invented by the Chicago experts can be hurled through the air like a bullet. It has the advantage over any other form of torpedo that it can be directed in its course by the gunner and can be hurled with irresistible force anywhere within range of the guns from which it is fired.

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## TRADE LITERATURE.

Road Machinery.—Many scientific and mechanical improvements have been made in road machinery of late years. Among the most prominent companies manufacturing machinery of this class is the Pope Reversible Street Roller Co., of Room 5, Laclede Building, St. Louis, Mo. The company's lat-

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est catalogue (dated January 1) supersedes former ones and should be in the hands of all interested in this class of apparatus.

Fan Motors.—The approaching warm-weather period makes very timely the circular of the "Westinghouse" alternating current fan motors, which are manufactured by the Westinghouse Electric & Manufacturing Co., of Pittsburg, Pa.

General Electric.—The sixth annual report of the General Electric Co., of Schenectady, N. Y., dated January 31, 1898, contains some interesting facts regarding the progress of this enterprise, its increasing business, its large plant, etc.

Steam Specialities.—The illustrated catalogue and price-list (1898) of the Lunkenheimer Company, of Cincinnati, Ohio, contains a full descriptive list of the general steam specialties which the company manufactures. The Lunkenheimer product has received hearty endorsement for its merit from intelligent steam users throughout the world, and the company's efforts will be always to produce the very best quality of goods. The product in question includes brass and iron valves, injectors, whistles, lubricators, oil and grease cups, cocks of all kinds, bibbs, water columns, etc.

In denial of a false rumor, S. L. Breaux, president of the New Orleans Board of Trade, has announced that grain is being moved as usual, and there is no knowledge of closing of that port because of war.


## TO CONTRACTORS.

If you have any municipal bonds or warrants, taken in payment for building waterworks, court or school houses, jails, etc., write us. Conditions being favorable, we can use them.

**F. M. STAFFORD & CO.**

Dealers in Southern Municipal Securities, Chattanooga, Tenn.

## JOHN L. WILLIAMS & SONS,

**BANKERS,**

Dealers in RICHMOND, VA.

Southern Investment Securities,

MUNICIPAL BONDS A SPECIALTY.

Correspondence Invited.

## MARYLAND TRUST CO.

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**BALTIMORE.**

**CAPITAL, - - $1,000,000.00**
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A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

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| H. J. Bowdoin, | James Bond, |
| Joshua Levering, | Alexander Brown, |
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Keyser Building,
Calvert and German Streets,
BALTIMORE.

The Only Company of its kind in Maryland or the South.

**Cash Capital, - - $250,000**
**Cash Surplus, - - - 100,000**

Inspects and Insures Boilers and Elevators.
Insures Plate Glass.
Issues all forms of Accident and Liability Policies.

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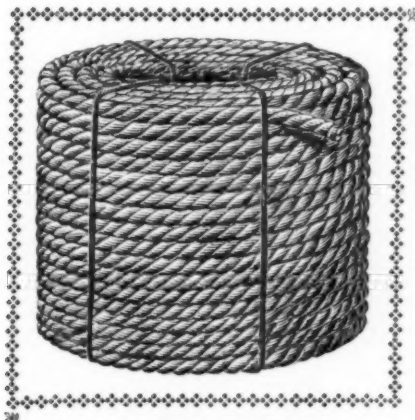

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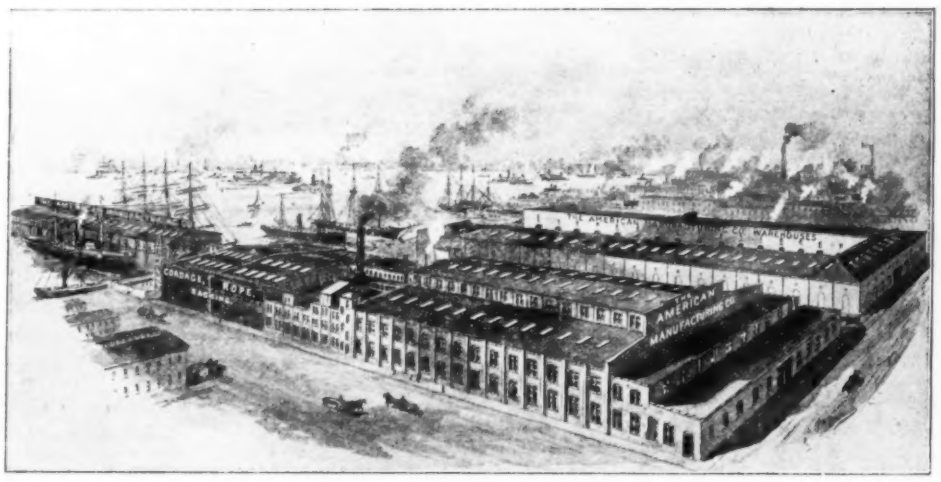

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Send for Information About Transmission Rope.

Ours is the Best Made.

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**Surplus..... $200,000**

*Transacts a general trust business.*

*Allows liberal rates of interest on deposits and trust funds.*

Issues letters of Credit and Travelers' Circular Notes payable in dollars or in the money of any foreign country.

Acts as Trustee under mortgages for railway and other companies, and as Agent for the Registration of the stock, and for the transfer of the shares of incorporated companies.

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OF BALTIMORE.

**Paid-up Capital, $1,000,000.**
**Surplus, $1,000,000.**

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On which interest is allowed, governed by current rates obtainable.

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Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.

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Safe Deposit Boxes for Rent.

Vaults supplied for Storage of Silver Chests, etc.

JOHN GILL, of R., President.

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Ads. marked thus † appear in first issue of each month.

Ads. marked thus § appear in second issue of each month.

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## PROPOSALS.

POST OFFICE DEPARTMENT.
WASHINGTON, D. C., April 5, 1898.

SEALED PROPOSALS will be received at this Department until Thursday, May 5th, 1898, at 2 o'clock P. M., for furnishing for the use of its Mail Equipment Shops, such supplies, consisting of wire, rivets, burrs, emery, steel, chemicals, oils, leather, thread, etc., in such quantities of the different articles respectively, and at such times and from time to time, as they may be ordered during the fiscal year, beginning July 1st, 1898.

A complete list of the articles desired, with full specifications and form of proposal, will be furnished upon application to Second Assistant Postmaster-General.

JAMES A. GARY,
Postmaster General.

PROPOSALS FOR MISCELLANEOUS SUPPLIES FOR THE POST OFFICE DEPARTMENT.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., April 5, 1898.

Sealed proposals will be received at this Department until Thursday, the 5th day of May, 1898, at 2 o'clock P. M., at which time and place they will be opened in the presence of bidders or their authorized agents or attorneys, for furnishing the Department with such coal, wood, ice, carpets, chairs, cotton cloth (for map mounting), soap, closet paper, dusters, corn brooms, and forage, as may be ordered during the fiscal year beginning July 1, 1898, and ending June 30, 1899.

Bids are also invited for the purchase of waste paper from the Department; old jute, old cotton canvas, old string, jute heads with rings, and scrap leather from the Mail Equipment Division, and for washing towels.

Blanks for proposals, with specifications giving detailed statements of the requirements to be met in respect to each article, and also the estimated quantities probably to be required of each, and giving full instructions as to the manner of bidding and the conditions to be observed by bidders, will be furnished on application to the Disbursing Clerk and Superintendent, Post Office Department, Washington, D. C.

The Postmaster-General reserves the right to reject any or all bids, to waive technical defects, and to accept any part of any bid and reject the other part.

JAMES A. GARY,
Postmaster-General.

PROPOSALS FOR SUPPLIES FOR THE POST OFFICE DEPARTMENT AND POSTAL SERVICE.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., April 2, 1898.

Sealed proposals will be received at this Department until Thursday, May 5, 1898 at 2 o'clock P. M., for furnishing wrapping paper, wrapping paper for facing slips, twine, letter scales, postmarking and rating stamps, rubber stamps, cancelling ink, pads, paper, rubber goods, pens, pen holders, pencils, ink, mucilage, glass goods, rulers, articles of steel, rubber erasers, books, typewriter supplies and miscellaneous stationery, in such quantities of the different articles respectively, and at such times, and from time to time, as they may be ordered, during the fiscal year beginning July 1, 1898, and ending June 30, 1899, for the use of any branch of the departmental or postal service.

Blanks for proposals, with specifications giving detailed statements of the requirements to be met in respect to each article, and also the estimated quantities probably to be required of each, and giving full instructions as to the manner of bidding and the conditions to be observed by bidders, will be furnished on application to the Superintendent of the Division of Post Office Supplies, Post Office Department, Washington, D. C.

The Postmaster-General reserves the right to reject any or all bids, to waive technical defects, and to accept any part of any bid and reject the other part.

JAMES A. GARY,
Postmaster-General.

SEALED PROPOSALS will be received by the City Clerk up to 7 o'clock P. M., June 7, 1898, for furnishing 50 arc lights of 2000 candle-power each, to be used in lighting the streets of the city of Greenville, Mississippi, and for such incandescent lights as may be required, under a franchise to be granted by the City Council. J. M. LEE, City Clerk, Greenville, Miss.

## SEALED PROPOSALS

Will be received by the Board of Supervisors of Claiborne County, Miss., to be opened on 1st Monday of May, 1898.

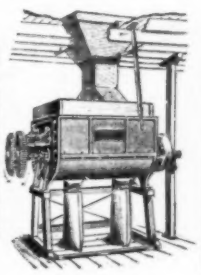
1st. For making the chancery clerk's office fire and damp proof.

2d. For fitting said office up with suitable shelving for books and papers.

Bids may include both works or be separate. A. K. JONES, Clerk.
Port Gibson, Miss.

## NOTICE.

We mine, manufacture, buy and sell all kinds of mineral paints, dry colors, minerals and clays. ALPHA PAINT AND MINERAL CO., 338 Bourse Building, Philadelphia, Pa.



The BROUGHTON DRY MIXER FOR Hard Plaster, Cement, Paint, &c.
W. D. DUNNING,
96 W. Water St., SYRACUSE, N. Y.

The Hartzell Self-Draining Reel is different from others, it is superior, as it is most convenient, it drains all the water out of the Hose after it has been reeled. No obstructions outside of this reel, to interfer with the free winding or unwinding of the Hose

It is a nice ornament to any lawn. It greatly lessens the expense of keeping up a lawn, because the Hose is kept in order.

It is well mechanically made.

Your customers want THEM.
Will you supply them?

For descriptive circulars and price, address

**The Hartzell Novelty Works, Alliance, O., U. S. A.**

## Portland Cement.

**Direct Importation From Factories.**

We have here and on vessels bound to this port **6000 barrels of Belgium Portland Cement,** and **12,000 barrels of German Portland Cement.** For sale in car load lots at low prices.

MOBILE COAL CO.
A. C. DANNER, Pres't. **MOBILE, ALA.**

DESIRE to rent or interest party with capital in a Corn Mill Plant and Quarry in North Carolina. Have been favorably known and largely advertised for many years. Address, MISS BESSIE E. POUND, 447 W. 5th St., Plainfield, N.J.

## FOR SALE.

**About 29 Miles Railroad,**

IN

## Western Texas,

Standard gauge 60-lb steel rails barely used, with all ties and other materials, franchises, etc., belonging thereto. Suitable for a Texas or Mexican railroad development.

**For full particulars address,**

## HYDE BROS & CO.

**Lewis Building,**
**PITTSBURG, PA.**

ESTABLISHED 1879.

## J. ANDERSEN JUN & CO.

(CONSUL-GENERAL.)
COPENHAGEN, DENMARK,
Agency and Commission Merchant.

Cash advanced to any amount on consignments. First-class American references.

AGENTS WANTED—To Sell the

**"Battle Ax" Hay Press.**

Latest invention, Automatic, Ball Bearing, Compound Leverage, Self Contained. No gear wheels or springs. Full circle, Simple in construction, efficient in service. Write, prices, discounts.

**ALABAMA FOUNDRY & MACHINE WORKS,**
NEW DECATUR, ALA.

THE BOOMER & BOSCHERT KNUCKLE JOINT

## PRESS

FOR BALING
**Cloth, Paper, Yarn, &c.**
Or for any other purpose requiring great pressure.

**BOOMER & BOSCHERT PRESS CO.**
460 W. WATER ST., SYRACUSE, N.Y.

*Managers of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the Manufacturers' Record. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.*

## ASPHALT PAVEMENTS

GENUINE TRINIDAD ASPHALT — THE STANDARD PAVEMENT OF AMERICA.

**Enhance the Value of Property One-Third.**

**DURABLE HEALTHFUL NOISELESS**

20,000,000 square yards laid in eighteen years.

For plans and estimates apply to

**THE BARBER ASPHALT PAVING COMPANY,**
General Office, 11 Broadway, New York.

## Think of it.

We sell 10,000 XX-6¾ size, good quality envelopes printed for $10. Write for samples. **ATLANTA ENVELOPE CO., Atlanta, Ga.**

### $10,000 Saved by advertising "Bids Wanted" in Manufacturers' Record.

FRANK P. MILBURN,
Architect of
COURTHOUSE AND JAIL WORK.
The Manufacturers' Record, Baltimore, Md.

Gentlemen— * * * I have advised a number of counties, towns and cities for which I have prepared plans for public buildings to advertise for bids through your paper, knowing that the results in securing competition pay well for the small cost to any county or municipality. I find that more contractors read your journal than any other paper in the Southern States. Making a specialty of public buildings for seventeen years, I can appreciate the results in securing low prices by notifying material men through such advertising as to what is wanted. I think this county secured a $60,000 fire-proof building for $50,000 by having large competition only.

Yours truly, FRANK P. MILBURN.

Moral—Advertise all municipal and construction work where bids are wanted in Manufacturers' Record.

## FOR SALE.

## Mineral, Farming AND Timber LANDS.

**Can Supply following:**

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| Asbestos Lands. | Antimony. |
| Baryta. | Black Cypress Poles. |
| Beauxite Lands. | Cement Gravel. |
| Chrome Iron. | Corundum Lands. |
| Coal Lands. | Cotton Lands. |
| Copper Lands. | Cedar Lands, |
| Cypress Lands. | Farming Lands, |
| Fire Clay. | Fuller's Earth. |
| Granite Quarry. | Gold Mines. |
| Graphite Deposit. | Hemlock Timber Lands. |
| Iron Lands. | Juniper Lands. |
| Kaolin Mines. | Land for Colonies. |
| Mica Lands. | Manganese Lands. |
| Monazite Lands. | Marble Lands. |
| Nickel Lands. | Orange Groves. |
| Oyster Lands. | Onyx. |
| Phosphates, Tennessee. | Phosphates, S. C. |
| Phosphates, Florida. | Pine Lands. |
| Pasturage Lands. | Poplar Lands. |
| Palmetto Lands. | Pyrites Lands. |
| Rice Lands. | Sugar Lands. |
| Sea Islands. | Shooting Lands. |
| Tin Mine. | Talc Deposits. |
| Truck Farms. | Timber Lands. |
| Tie Lands. | Tan Bark Lands. |
| White Pine Lands. | White Oak Lands. |
| Walnut Timber. | |

E. WILLIS,
**CHARLESTON, S. C.**

For Sale to Close Out Business.

## 26,000 ACRES OF LAND,

From 4 to 16 miles from Summerville, S. C. a noted health resort, containing long and short leaf pine, oak, hickory ash, cypress, etc. Contains excellent farming and pasture land, and is convertible into a game preserve. Also second-hand machinery in good order.

**A. W. TAYLOR LAND & LUMBER CO.**
SUMMERVILLE, S. C.

**FOR SALE.**

**7000 Acres of Yellow Pine Timber Lands, on the Georgia Coast.**

Address W. A. WILLCOX, Darien, Ga.

WANTED—Party desiring to rent a saw-mill plant, drying kilns, planer, steampower, etc., in North Carolina, two railroads on property. Address, THE CENTRAL CHEMICAL CO., 36 East 14th St., New York, N. Y.

## IMPROVED WATER POWER

for COTTON MILL in Central North Carolina FOR SALE. Address **E. J. HOLT, Smithfield, N. C.**

## FOR SALE CHEAP.

**MILL PROPERTY**

CONSISTING OF

**Planing Mill Machinery and Manufacturing Plant, Double Story Building covering 5 city lots, located in heart of city on two main railroad lines.**

Building admirably equipped for wood manufacturing purposes, all being in perfect order and ready for operation. Abundance and low price of raw material, together with low freight rates to jobbing centers, makes this an unexcelled point for wood manufacturing plant. Detailed particulars furnished on request.

**BROBSTON, FENDIG & CO.**
BRUNSWICK, GA.

## CHARLESTON, S. C.

Is showing great Commercial Development.

**For Sale—Residences, Building Lots, Farms, Manufacturing and Hotel Sites.**

**An ideal city for a HOME. Full of historic interest. Cost of living is cheap and climate delightful. Educational facilities are unsurpassed.**

Garden produce of farms near Charleston is shipped to Northern and Eastern markets at good profits.

Exchange Banking & Trust Company,
**CHARLESTON, S. C.**

## MILL PLANT

**FOR SALE.**

Saw mill, dry kiln, lath mill, planers, etc., two engines and boilers, tram road and locomotive, 22 mules and logging carts, quantities of short and long leaf timber. Good location on railroad. 40 miles from Charleston, S. C Particulars upon application. Address, MILL PLANT, care Manufacturers' Record.

## PARTNER WANTED.

with $1500 capital, to engage in manufacture of ice. Building and power now ready. Five ton plant. A rare opportunity for a good, active, young man. Live town of 5000 people.

JACOB RICE,
UNION. S. C.

**WANTED.**

## Machinery to Manufacture

We have a thoroughly equipped Machine shop, Carpenter Shop and Foundry, and can do all classes of Machine Work very reasonable. Try us.

**SOUTHERN FOUNDRY & MACHINE WORKS,**
FREDERICKSBURG, VA.

# SPECIAL Advertisements OF GENERAL Interest.

OPPORTUNITIES FOR INVESTORS.

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## Columbus, Georgia.

## 20,000 Electric H. P.

Developed and Being Developed.

125 Feet Fall at Columbus, Ga., in Chattahoochee River.

### Largest and Cheapest H. P. in the South.

Established Manufacturing Center.
Large Operative Population. Temperate Climate.

**Columbus Was Incorporated in 1829 and Has Never Had An Epidemic.**

Free Mill Sites, either in or just without the corporate limits. No Strikes.
Lowest Tax Rate of any Georgia County.
No Oppressive State Legislation.
Seven Railways. Five Steamboat Lines.
Low Freight Rates.
Electric Belt Line. Electric Street Cars.
Minimum Cost of all Building Material.
Public Day, Night and Kindergarten Schools.
Handsome Churches and Public Library.
A Refined and Progressive Citizenship.

**The Coming Great Manufacturing Metropolis of Georgia and the South. - - - - -**

ADDRESS L. H. CHAPPELL, Mayor, or
RHODES BROWNE, Secretary
Columbus Board of Trade,
**COLUMBUS, GA.**

## TWO MILLIONS ACRES LAND FOR SALE.

In Alabama, Florida, Mississippi and Texas.
Dry, Healthy, Fertile and Well Timbered.
YELLOW PINE LANDS A SPECIALTY.

Apply to or address **JOHNSTON & NELSON, 241 E. German Street, BALTIMORE, MD.**

## THE COLUMBIA WATER POWER CO., COLUMBIA, S. C.

.....Offers for sale.....

### UNLIMITED ELECTRIC POWER

**In large or small units for manufacturing purposes. Columbia is in the centre of the cotton producing country. Low freight rates to all points. An ideal manufacturing location.**

**GEORGE WALLACE, General Manager, Boston Office, 53 State St., Room 608.**
**WM. C. HAWKINS, Managing Engineer, Columbia, S. C.**

## RADFORD, Virginia.

Parties desiring to start new enterprises or change location, are invited to investigate Radford, Va. Good climate, water and drainage, elevation, 1800 feet. On Norfolk & Western Ry. at junction of Columbus, O., and Pocahontas Coal Fields divisions, as well as Southern connection via Knoxville, Tenn. In midst of fine agricultural country and 25 miles from ore fields. Population, 4000, churches, public and private schools, electric light and car line. Ice plant and other manufactures.

Responsible parties are offered inducements, including no city taxes for five years. Address

G. T. KEARSLEY,
Secretary Board of Trade,
RADFORD, VA.

## WILMINGTON. N. C.

### The Place for Factories.

Central location between extreme North and South. Climate perfect. City very healthy. Surrounded by the most productive cotton and rice plantations and truck farms. One lives cheaply in Wilmington and consequently labor is cheap also. Our city is the best situated on the South Atlantic Coast for factories of all descriptions, it has the lowest freight rates in the entire timber and cotton belt. Our cotton mill runs day and night, **and new factories are exempt from taxation for ten years.**

For further information write to the

**SECRETARY of Chamber of Commerce.**

## Cotton Machinery

FOR SALE.

Apply New York Office, 18 Walker Street, or at Mills, Paterson, N. J.

### Plant of 40,000 Spindles Being Sold.

Carding, Spinning, Warping and Weaving Machinery. All in excellent condition.

Prices Low. Send for Complete List.

ALSO

**Bleaching, Dyeing and Finishing Machinery.**

Robt. Franklin Adams.

PARTY with suitable buildings, steam power, etc., wishes to associate experienced parties with capital in Cotton Factory, desirable location in North Carolina, on two railroads. Address BEECHWOOD CHEMICAL CO., 36 East 14th St., New York, N. Y.

## FOR SALE.

One of my clients who desires to give to his bank his entire attention, which is now divided between banking and cotton-oil manufacture, wishes to sell

### A 25-Ton Cotton Oil Mill

new, well located, latest and most improved machinery, Modern Gin and Equipment; also Fertilizer Plant; everything in first-class order; rate of insurance 1½ per cent. Address

EDWIN LEHMAN JOHNSON,
FORT HILL, S. C.

## Horse Power for Sale or Lease.

**Manufacturers who are contemplating removing their plant or establishing a branch factory are invited to investigate the superior advantages possessed by the**

### Roanoke Navigation & Water Power Co.

The third largest power in the United States, situated at WELDON, N. C., at the junction of the Seaboard Air Line and Atlantic Coast Line.

**2000 HORSE POWER NOW READY** for immediate use and capable of development to almost any extent, situated at the head of navigation of Roanoke River and junction of Atlantic Coast Line and Seaboard Air Line, INSURING FIRST-CLASS SHIPPING FACILITIES TO ALL POINTS AND LOW FREIGHT RATES. Absolutely free from interference by high water.

Good manufacturing sites for various industries are available. **2,000,000** brick on hand and a yard sufficiently large to supply any demand. Weldon is in the centre of the RICHEST COTTON LAND IN THE SOUTH, **200,000** BALES COTTON BEING PRODUCED ANNUALLY.

This section is RICH in TIMBER and WOOD for manufacturing purposes, as well as for making acetate of lime of potash. Boats using 3½ feet water can go up the river from our power site for 30 miles, developing a valuable timber country that has not been penetrated.

FOR THE ESTABLISHMENT OF AN ICE FACTORY no better location can be found, having a territory of a radius of 50 miles, containing a population of 400,000.

LABOR is INTELLIGENT, ABUNDANT and CHEAP. ALL DESIRABLE and NEEDED ADVANTAGES.

Our power can be bought or leased at reasonable rates. Will take pleasure in answering all requests for detailed information. Address

**Roanoke Navigation & Water Power Co.**
**JAS. W. WILSON, Prest. & Gen. Mgr.**
WELDON, N. C.

## Special Commissioner's Sale

OF THE

## Newport Cotton Mill,

**NEWPORT, TENN.**

The following describes the property: The building is a heavy brick structure, 40x200, four stories high; the dye house 40x60, and engine and boiler buildings are of frame, covered, roof and sides, with iron. The engine is a Frick & Co. Corliss of 130 H. P.; 2 Erie City boilers, 80 H. P. each. The looms are of the Bridesburg & Knowles pattern, 192 in number, with quillers and beams sufficient for service. The dye house is equipped with dyeing and drying machines sufficient for 500 or more looms. The building will accommodate 100 more looms. Buildings and machinery will be sold separately and together. Newport is the county seat of Cocke County, Tennessee, situated in a beautiful, fertile and healthy section. Labor abundant and cheap. Living as cheap as anywhere in the entire South. The mill is situated on the main line of the Southern Railway running direct to Washington. Any further information will be cheerfully given by

JOHN W. FISHER,
Special Commissioner, Newport, Tennessee.

**The Following Patent Rights on a Valuable Patent Are Offered For Sale:**

The entire territory west of the Mississippi River—sixteen States. We offer to sell absolutely all patent rights in those States. We offer to sell to steam boiler manufacturers right to make and put our grate in all new boilers sold by them in any territory of the United States. We also offer to sell one-fourth interest in the invention in patents applied for in England, Canada, Mexico and France. Would sell entire interest in France. The invention is an Improved Sectional Grate Bar, and its practicability and superiority have been assured. The Grate has been tested and gives entire satisfaction, being a great saver of fuel. Salesmen wanted on commission for entire United States, Western territory included, until patent right is sold. For further particulars apply to **EARL & WILSON, Box 324, Gastonia, N. C.**

P. S.—We are now ready to supply these grates to steam power users and others. Correspondence solicited.

## For Sale at 50 Cents on the Dollar.

**Complete Modern Fertilizer Plant.**

The Buildings, which were erected specially for a Fertilizer Plant, are new and conveniently arranged. The

**MACHINERY IS NEW**

and was constructed by well known designers and manufacturers of fertilizer appliances. It is in every particular of the

**LATEST AND MOST IMPROVED TYPE.**

The Plant is arranged for both, Acid Phosphate and Ammoniated Goods, and is in full running order. Now ready to be put at work at its full capacity. The Plant has a

**CAPACITY OF ABOUT 10,000 TONS**

per year in complete goods. The Territory within the scope of this Plant includes Delaware, Maryland, Virginia, New Jersey and Pennsylvania. About 5000 tons are consumed yearly in the territory immediately adjacent to the works.

**TRANSPORTATION FACILITIES**

exceptionally good, both rail and water communication is convenient. The labor cost is low. This Modern Plant may be purchased for a comparatively small investment. We shall be pleased to open correspondence with any one interested in the trade.

**WALKER & ELLIOTT,**
**WILMINGTON, DELAWARE, U. S. A.**

## The United States of America. District of South Carolina.

In the Circuit Court, Fourth Circuit.

*In Equity.*

The American Bonding and Trust Co. of Baltimore City, *Complainant.*

*against*

The Carolina Mutual Telephone and Telegraph Company and James E. Keelyn, *Defendants.*

James E. Keelyn, *Complainant,*

*against*

The Carolina Mutual Telephone and Telegraph Company, et al, *defendants.*

**By H. H. DeLEON, Auctioneer.**

Under and by virtue of a decree of the Circuit Court of the United States, for the District of South Carolina, in the above entitled cause made and filed on the 16th day of April, 1898, we will sell at Public Auction at Charleston, in the county of Charleston, State of South Carolina, at the county courthouse in the said city of Charleston, at the hour of eleven o'clock A. M., on the 3d day of May, 1898, all and singular the machinery, plant, poles, wires, batteries, telephones, receivers, transmitters, switchboards and all other electrical appliances whatsoever of the said Carolina Mutual Telephone and Telegaph Company, including all personal property of every kind and description, franchises and privileges, of the said defendant, the Carolina Mutual Telephone and Telegraph Company, now in the custody of this Court through the Receivers heretofore appointed in said cause.

TERMS OF SALE. Cash payable within 30 days from the day of sale, no bid will be received or considered for less than fifteen thousand dollars, and unless the person or persons bidding shall have first deliverd to us previous to such bid made or received the sum of two hundred and fifty ($250) dollars in cash or certified check on some National Banking Association in the state of South Carolina, to be held by us as payment on account of said bid, upon compliance therewith by the purchaser or purchasers, and upon his or their failure to comply with the said bid without legal cause, such deposit shall be forfeited and be held by us subject to the further order of the Court. Purchaser or purchasers shall pay all taxes accrued and payable on day of sale and to accrue and become payable subsequent to the day of sale, and fifty dollars to us for papers. In the event of any purchaser failing to comply with the terms of sale, or any of them, we will resell, unless otherwise hereafter ordered by the Court, after two weeks advertising of the same by publication in the Charleston News & Courier the said property upon the same terms as hereinbefore provided, the Court reserving the right to consider such resale as made at the risk of said proposed purchaser or purchasers, or as an original sale

Any party to said cause or any intervening or other creditors may become a purchaser of the said premises, property, and franchises so to be sold, and may pay in as part of the purchase money any amount payable as a dividend on any bonds held by such purchaser secured by the mortgage herein, after all prior payments ordered by the Court.

H. H. DeLEON,
GEORGE B. EDWARDS,
Special Masters.

BY SPECIAL COMMISSIONER.

## SPECIAL COMMISSIONER'S SALE. JUDAH HART VS. MUNICIPAL ICE MANUFACTURING COMPANY.

IN THE MATTER OF THE INTERVENTION OF GEO. S. DODDS.

No. 12,626—In the United States Circuit Court for the Eastern District of Louisiana—New Orleans Division.

In pursuance of a decree rendered by the Hon. Don A. Pardee, Judge of the United States Circuit Court for the Eastern District of Louisiana, New Orleans Division, in the above entitled and numbered cause, and of an order granted by said court and to me directed, I will sell at public outcry, to the last and highest bidder, for cash, without appraisement, on the premises, corner of South Water and Market streets, in the city of New Orleans, Louisiana, on SATURDAY, the 7th day of May, 1898, beginning at 11 o'clock A. M., the following described property, to-wit:

THE LANDS AND IMPROVEMENTS THEREON, and the rights, ways, privileges, servitudes and advantages thereunto appertaining and belonging, and particularly described in an act of mortgage passed before Jefferson C. Wenck, notary public, in the city of New Orleans, Louisiana, on the 30th day of January, 1892, as follows, to-wit:

1. SEVEN CERTAIN BATTURE LOTS OF GROUND, together with the buildings and improvements thereon, and the rights, ways, privileges, servitudes and advantages thereunto appertaining and belonging, situate in the First district of this city, in the square bounded by Water, Market, New Levee and St. James streets, forming together a portion of ground having an aggregate measurement as follows:

A front on Water street of one hundred and seventy-seven feet ten inches; a depth and front on Market street, whereof it forms the corner, of one hundred and seventy-two feet seven inches and six lines; thence along the rear line perpendicular to Market street and parallel with New Levee street one hundred and fifty-nine feet six inches; and on the other depth line running up to Water street ninety-four feet one inch and three lines, according to a sketch made at the request of McCloskey, Bigley & Co., on the 30th October, 1870, by J. A. D'Hemecourt, deputy city surveyor; the said seven lots are also designated by the numbers "seven" to "thirteen," inclusive, of square No. "34 A," on a plan made by Louis Pilie, late city surveyor, on the 29th of June, 1867, deposited in the office of Henry C. Dibble, late notary, and are described as follows, to-wit:

SEVEN CERTAIN LOTS OF GROUND, together with the buildings and improvements thereon, and the rights, ways, privileges, servitudes and advantages thereunto appertaining and belonging, situate on the batture of the First district of this city, designated by the Nos. "seven" to "thirteen," inclusive, of square "34 A," bounded by Peters (late New Levee), Water, Market and St. James streets, on a plan drawn by Louis H. Pilie, late city surveyor, dated June 29, 1867, and deposited in the office of Henry C. Dibble, late notary, as plan No. 19, according to said plan said lots measure as follows, to-wit:

Lot No. "seven" measures twenty-nine feet seven inches and six lines front on Water street, twenty-six feet seven inches in width in the rear, by a depth of ninety-four feet one inch and three lines on the side line dividing it from lot No. "six," and one hundred and seven feet two inches and three lines on the other side line dividing it from lot No. "eight;" lot No. "eight" measures twenty-nine feet seven inches and five lines front on Water street, twenty-six feet seven inches in width in the rear, by a depth of one hundred and seven feet two inches and three lines on the side line dividing it from lot No. "seven," and one hundred and twenty feet three inches and four lines on the other side line dividing it from lot No. "nine;" lot No. "nine" measures twenty-nine feet seven inches and five lines front on Water street, twenty-six feet seven inches in width in the rear, by a depth of ninety-three feet three inches and four lines on the side line dividing it from lot No. "eight," and one hundred and six feet four inches and four lines on the other side line dividing it from lot No. "ten;" lot No. "ten" measures twenty-nine feet seven inches and six lines front on Water street, twenty-six feet seven inches in width in the rear, by a depth of one hundred and six feet four inches and four lines on side line dividing it from lot No. "nine," and one hundred and nineteen feet five inches and five lines on the other side line dividing it from lot No. "eleven;" lot No. "eleven" measures twenty-nine feet seven inches and five lines front on Water street, twenty-six feet seven inches in width in the rear, by a depth of one hundred and nineteen feet five inches and five lines on the side line dividing it from lot No. "ten," and one hundred and thirty-two feet six inches and five lines on the other side line dividing it from lot No. "twelve;" lot No. "twelve" forms the corner of Water and Market streets, and measures twenty-nine feet seven inches and five lines front on Water street, twenty-six feet seven inches in width in the rear, by a depth of one hundred and thirty-two feet six inches and five lines on the side line dividing it from lot No. "eleven," and a depth and front on Market street of one hundred and forty-five feet seven inches and six lines, and lot No. "thirteen" measures twenty-seven feet front on Market street, the same width in the rear, by one hundred and six feet four inches in depth between parallel lines; also all and singular the engines, boilers, machinery and all other appurtenances of the said ice manufactory belonging to said company, and on said premises, together with the dependencies and accessories thereof, and comprising the entire plant of said company.

Said sale will be made free and clear of all liens and encumbrances set up in this cause, and especially free from all liens and encumbrances resulting from the mortgage executed on the 30th day of January, 1892, before Jefferson C. Wenck, notary public, and from all claims of any holder or holders of the bonds and coupons secured by said mortgage, and free from all liens and encumbrances of any subsequent mortgages or liens or privileges, but subject to the taxes on the property for the year in which said sale is made, which shall be assumed by the purchaser.

For further particulars see the decree on file in the United States Circuit Clerk's office, at New Orleans, La.

ALCEE LeBLANC,
Special Commissioner.

---

FOR SALE.

## Up-to-date Wheel Factory

in one of the best Southern cities. 5 railroads. Capacity 150 sets of wheels per day. 10,000 finished spokes per day. Best of material right at door at cord-wood prices. Address

P. O. BOX L,
Meridian, Miss.

---

# FORECLOSURE SALE

OF THE

## Property and Franchise of Standard Cotton Mills of Rock Hill, South Carolina.

Under and by virtue of the decree of the Circuit Court of the United States, for the District of South Carolina, filed the fourth day of April A. D. 1898, in the cases of A. Klipstein & Company vs. Standard Cotton Mills, et al, and Central Trust Company of New York vs. Standard Cotton Mills, et al, I, Julius H. Heyward, Standing Master of said court, will sell at public auction upon the premises of said defendant corporation, in the city of Rock Hill, in the county of York and State of South Carolina, on the tenth day of May, 1898, at 12 o'clock M., "the entire property and estate of The Standard Cotton Mills, being the real estate of said corporation, embracing twenty-seven acres of land, more or less, situated on the line of the Ohio River and Charleston Railway, in the city of Rock Hill and county of York and State of South Carolina adjoining lands now or formerly of W. B Wilson and A. R Smith, Mrs Margaret Kimbrell, I. & A Jones, W. M. Steel, and others, including the factory and all dwellings and outhouses thereon, all the machinery in said factory, fixtures, workshops, tools and materials, and all the Corporate Rights and Franchises and Privileges of said Corporation, and any and all other property of said Corporation now in the hands of the Receiver."

TERMS—One third cash, upon the order of the court confirming the sale, and the balance on a credit of twelve months with interest from day of sale, secured by bond of the purchaser and a mortgage of the premises, property to be insured for amount of credit portion and policy assigned as additional security. Purchaser to have the privilege of paying all cash.

The upset price will be $40,000 for said property as a whole, and no bid shall be finally accepted unless accompanied with a certified check for $5000, which shall be forfeited in case of the purchasers failing to comply with the terms of sale.

In complying with the terms of said sale any bondholder may use his bonds as cash to the extent of the dividend that he would be entitled to receive on said bond or bonds, and any party to the cause has leave to become a purchaser.

JULIUS H. HEYWARD,
Standing Master.

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## Electric Motors in Stock.

110 Volt—⅛, ¼, ½, 1, 2, 3, 4, 5, 7½, 10, 15, 20, 25, 30, 35, 60, 75 horse-power.
220 Volt—¼, ½, ½, 1, 1½, 2, 3, 4, 5, 7½, 10, 15, 20, 25, 50 horse-power.
500 Volt—1, 2, 3, 4, 5, 7½, 10, 15, 20, 30, 35, 50 75 horse-power.

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## FOR SALE—NEW STEAM PIPE.

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|---|---|---|
| 10 ft. | 6 in..... | 1¼ in. pipe. |
| 62 ft. | 9 in..... | 3½ in. pipe. |
| 7 ft. | 6 in..... | 4½ in pipe. |
| 17 ft. | 0 in..... | 6 in. pipe. |
| 18 ft. | 10 in..... | 8 in. pipe. |
| 4 ft | 7 in..... | 9 in. pipe. |
| 262 ft. | 2 in..... | 10 in. pipe. |
| 241 ft. | 4 in..... | 12 in. pipe. |

SECOND-HAND PIPE.

| | | |
|---|---|---|
| 940 ft. | ..... | 2 in. pipe. |
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| 118 ft. | 8 in..... | 4 in. pipe. |

All in good condition. Threads protected.

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Mfrs. Water Tube Boilers, BALTIMORE, MD.

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FOR SALE.—1 80 H. P. Poole & Hunt Engine; 1 40 H. P. Nagle Engine; 1 65 H. P. Engine; 2 No. 5 Knowles Pumps; 1 No. 6 Knowles Air Pump and Receiver; 1 10" x 12" Porter Engine; 1 25 H. P. Erie City Iron Works Economic Boiler; 1 50 H. P. Return Tubular Boiler; 3 65 H. P. Return Tubular Boilers; 1 8 H. P. Upright Boiler, all thoroughly overhauled, also 1 Marine Boiler, new, to suit 17" Square Engine, and 300 ft. of 6" Cast Iron Pipe with flanges on ends and a Lot of Saw Mill machinery. Write for prices to

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One pair of Greene Engines made by the Providence Steam Engine Co., cylinders 16 in.x 36 in., speed, 92 revolutions, rated at 300 H. P., wheel 16 feet in diameter and 30 in. face. Deane independent condenser, all valves fittings, gauge board, etc., complete Engine has been used about five years and is in the very best of condition.

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HARTFORD, CONN.

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This engine has been used at the Eastern Pumping Station of the Baltimore City Water Department since 1892, and is in first-class repair, having been in service up to June 15th, 1897. It was removed only for the reason that the service required a larger engine.

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24"x23' David W. Pond, c'pd rest and chuck.
24"x12' Fitchburg, c'pd rest and cross feed.
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18"x 8' Flather, c'pd rest and cross feed.
16"x 6' Fitchburg, c'pd rest and taper.
16"x 6' Perkins, raise and fall rest and cross feed.
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13"x 6' Ames, reverse, for screw cutting.
12"x 5' Reed, raise and fall rest.

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26"x 6' Pond Mch. Tool Co., heavy pattern.
30"x 9' Rochester, automatic feeds.
36"x 8' D. W. Pond, two heads.
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Sensitive slate, one spindle with chuck.
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28" swing, Barnes, back gears and auto. feed.
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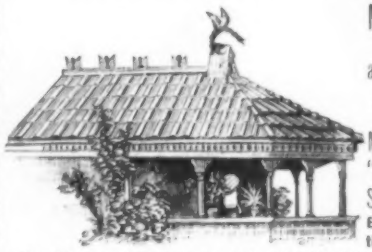

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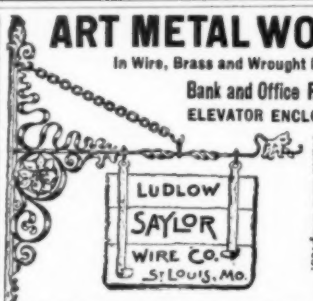


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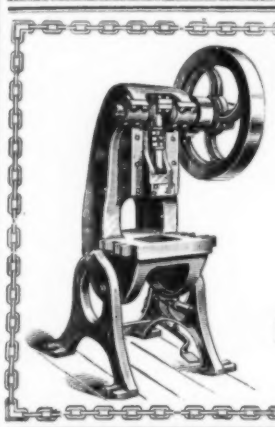

**Sheet Metal Tools.**

PRESSES, ROLLERS,
SHEARING MACHINES,
TINNERS' TOOLS, DIES,
SPECIAL MACHINERY,

MADE BY THE

**Niagara Machine & Tool Works,**
BUFFALO, N. Y.

Catalogue M will be sent free on application.

All TAGS and LABELS on GENUINE COVERT SNAPS, WEB GOODS, ROPE GOODS and CHAIN GOODS bear the above TRADE-MARK. These goods are sold by all LEADING JOBBERS at manufacturers' prices.

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"A Perfect System of Metal and Paint Protection."

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Forms an impervious, adhesive, elastic, non-porous, tough, gummy, leathery skin, which is anti-corrosive, non-metallic, anti-electric, and absolutely protects the metal from oxygen, electric currents, gases, moisture, etc. Also protects the finishing coat from decay from the underside. We have followed the laws of nature and solved the "Paint Problem."

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NATIONAL PAINT WORKS, Williamsport, Pa.

**You may have to stand on your head to read this ad.,**

BUT

**You won't have to stand on your head to note the beautiful effects given by the use of our**

**CROWN COLD WATER PAINT,**

**FIREPROOF AND WATERPROOF.**

Contains one of the best disinfectants known to science. Can be applied by anyone and absolutely guaranteed not to crack, peel or turn yellow with age, as will oil paint. Write for catalogue B and price list.

**ALDEN SPEARE'S SONS & COMPANY,**

**100 William Street, New York, 369 Atlantic Avenue, Boston.**

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LARGEST PRODUCERS OF **PLATE GLASS** IN THE WORLD.

Manufacturers of Polished Plate and Silvering Plate of all thicknesses.

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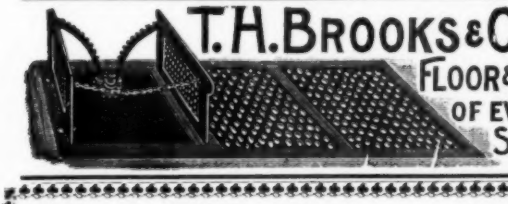

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OF EVERY DESCRIPTION.
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## Flat Roofings

(Roll and Cap Steel.)

Especially adapted for roofs of low pitch or nearly flat. Made in rolls of 50 feet or more in length. You make no mistake in using this; it's the simplest of them all. Write for Special Circular.

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SYSTEM OF FIRE-PROOFING covers a construction of light concrete floors with imbedded sheets of heavy metal insuring strength for any requirement.

**Expanded Metal Steel Plastering Lath**

Is the standard metal lath in all markets. Used by the United States Government and all first-class architects throughout the world. Write for illustrated book containing full information, free by mail.

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MANUFACTURERS OF
STEEL ROOFING AND CORRUGATED IRON.
514, 516 & 518, BEACH ST.
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**GRAVEL, SLAG and COMPOSITION ROOFERS,**

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TWO AND THREE-PLY ASPHALT READY ROOFING.

for roofs of any description, water, acid and fire proof; more durable than metal, easily applied. Tarred Felts, Building, Sheathing and Insulating PAPERS, Roofing Pitch, Paving Pitch, Roof Paints and Roof Coating, Black Varnish, Ammonia, etc. Write for Samples, Prices and Catalogues.

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LOOK THE BEST. LAST THE LONGEST. Write for Free Book and lowest prices.

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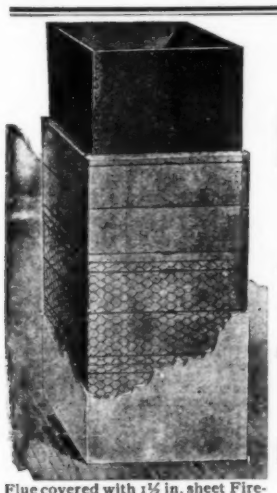
TOOLS and SLATE DRESSERS.



Flue covered with 1½ in. sheet Fire-Felt, Hexagonal Wire Cloth and Cement Felting.

## Results Assured

BY THE USE OF

## Fire-Felt Non-Conducting Coverings.

Asbestos formed into felt is replete with cellular tissues and creates Fire-Felt. More confined air spaces in Fire-Felt than any other covering on the market.

ABSOLUTELY FIRE-PROOF. NOT AFFECTED BY MOISTURE. EASILY APPLIED.

Sheets for Boilers, Flues, etc., and Cylindrical Sections for Pipes.

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RAW HIDE WATER PROOF PAPER.

Garrett's RAW HIDE Paper
A tail-less tale I sing;
Rather let its merits from
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Every sheet is warranted
To keep out rain and snow;
Tell others where you find such goods
So wonderfully low.

Raw Hide Leather Papers
Are odorless and strong,
Water-proof and air-tight,
How many uses throng,
If I've drawn attention
Do not fail to mention
Every word I've told you in this song.

C. S. GARRETT & SON,
PAPER MAKERS,
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## ROOFING & SUPPLY CO.
LOUISVILLE, KY.

Gravel Roofers,
Cement and Ashphalt Pavers,
Building Papers,
Two and Three-Ply Ready Roofing.

## ROOFING and SIDING

Steel and Iron; Painted and Galvanized of all kinds; also

CORRUGATED IRON,

Write us for prices and special inducements to the trade. GEDGE BROS. IRON ROOFING CO., Box 476 ANDERSON, IND.

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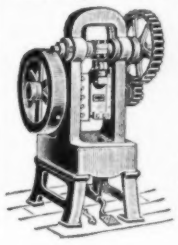
Manufacturers of Power Punching, Drop, Trimming, Stamping, Riveting and Embossing . . . . . **PRESSES**



Presses with Automatic Feeds, Chain Presses and Machines for Working Bar and Sheet Metals.

Complete Outfits for Bicycle Stampings, Can Making, &c.

Send for 1897 Catalogue.

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ABSOLUTELY THE BEST PRESERVATIVE FOR IRON OR WOOD WORK EXPOSED TO MOISTURE OR THE ACTIONS OF ACIDS OR ALKALIES.
CONTAINS NO OIL OR TAR
ELASTIC, DURABLE AND PENETRATING.

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REMAINS PERMANENTLY ELASTIC AND WILL NOT CRACK, SPLIT OR BLISTER.

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Red Rope

Put up in 500 ft. and 250 ft. rolls, 36" wide

Tin caps and nails packed in each roll.

Waterproof. Air Tight. Durable.

Complete line of Building and Sheathing Papers.

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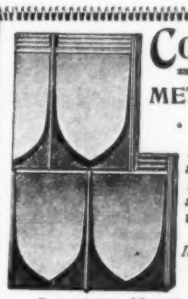
82 Fulton St., New York City.



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METAL . . . . . SHINGLES

*Are recognized as the best, both in Construction and Material used* • • • • •

*Illustrated Catalogue, Prices and Samples free.*

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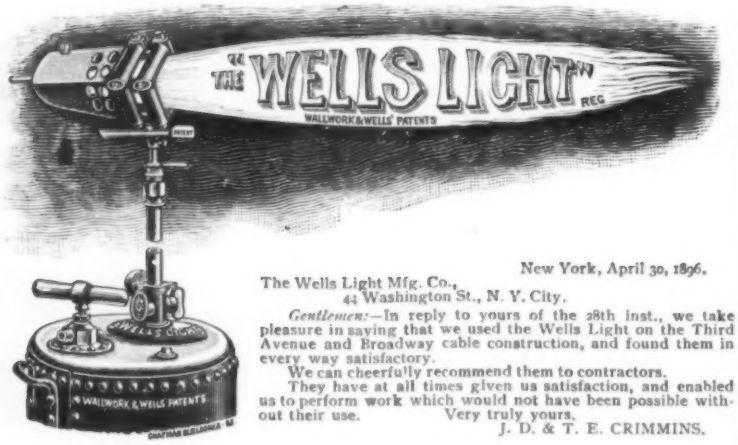
WALLWORK & WELLS' PATENTS.

## 800 to 2,000 Candle Power from Kerosene Oil.

PORTABLE. SELF-CONTAINED. AUTOMATIC.

UNAFFECTED BY WEATHER.

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*Gentlemen:*—In reply to yours of the 28th inst., we take pleasure in saying that we used the Wells Light on the Third Avenue and Broadway cable construction, and found them in every way satisfactory.

We can cheerfully recommend them to contractors.

They have at all times given us satisfaction, and enabled us to perform work which would not have been possible without their use.

Very truly yours,
J. D. & T. E. CRIMMINS.

Especially adapted for Contractors, Quarries, Shovels, Railroad Construction, Dredges, Bridge and Dock Builders, Water Works, Brick Yards and Coal Docks.

**400 Railroads and over 500 Contractors now Use the**

**WELLS LIGHT.**

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EDWARD ROBINSON, Sole Proprietor.

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Manufacturers of

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"THE SINCLAIR" IRONER Is the First and the Best.

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Wilson Laundry Machinery Company. Send for Catalog R. Columbia, Pa.

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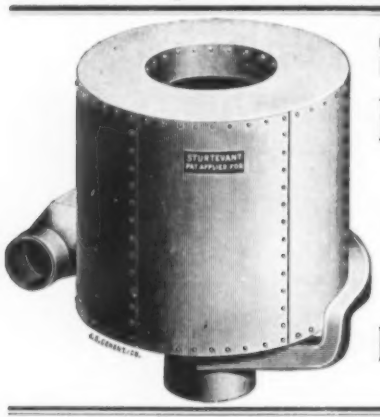

## Sturtevant Dust Collecting System.

We furnish complete systems of FANS and PIPING for REMOVING DUST and REFUSE for Lumber Mills, Wood and Iron Working Establishments. Plants installed complete.

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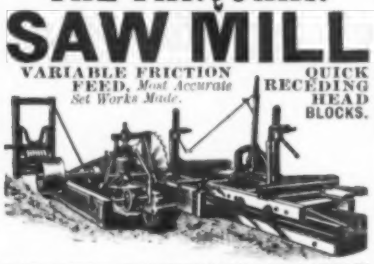
## THE FARQUHAR SAW MILL

VARIABLE FRICTION FEED, *Most Accurate Set Works Made.* QUICK RECEDING HEAD BLOCKS.



PORTABLE, STATIONARY & TRACTION Engines and Boilers a specialty. Send for catalogue to A. B. FARQUHAR CO., Ltd., YORK, PA.

*If you wish to keep posted on the progress of the South, read the Manufacturers' Record. Price $4.00 a year.*

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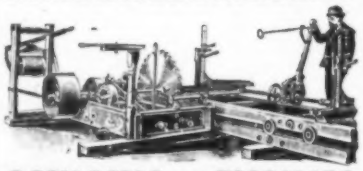

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A wonderful improvement in **Friction Feeds** and **Gig-Back.** Back motion of Carriage **three times** as fast as any other in the market. **Friction Clutch Feed,** causing all the feed gearing to stand still while backing; **great saving in power and wear.** Write for circulars and prices; furnished free upon application. Also **Spring Tooth Harrows, Hay Rakes, Cultivators, Corn Planters, Shellers,** etc. *Mention this paper.*

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FINE GRADES OF LATEST

**WOOD WORKING Machinery**

of Every Description.

VARIETY WOOD WORKER.

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PATENT .... **LATHES**

For turning Axe, Adze, Pick, Sledge, Hammer, Hatchet, Auger, File, Knife, Chisel, Fork, Hoe, Rake, Broom and Mop **HANDLES.** Pike Poles, Whiffletrees, Yokes, Spokes, Porch Spindles, Table Legs, Tent Stakes, Ball Bats, Mallets, etc.

**Boring Machines, Sanders Chucking Machines, Shapers, Special Machinery.**

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## 10,000 OIL-BARREL STAVES

EVERY 10 HOURS.

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Plans and estimates furnished on application.

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Write For Prices.

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STANDARD SAW MILL MACHINERY CO.

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## WOOD WORKING MACHINERY

of all kinds for Sash, Door and Blind Factories, Planing Mills, Furniture, &c. Also builders of Carpet Looms, Air Compressors, Bench Vises, Bicycles, &c.

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## "Ironsides" Two Saw Lumber Trimmer.

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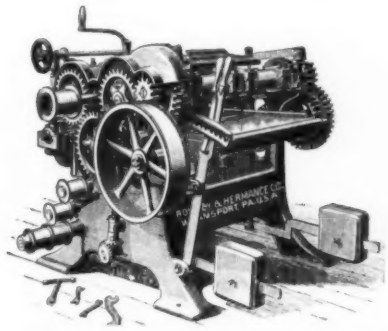

This is the Rowley and Hermance No. 7 Surfacer. Perhaps you're in need of a machine of this character, or if not, communicate with our nearest sales department and we shall be glad to talk with you about any wood working machinery you require

AMERICAN
WOOD-WORKING MACHINE CO.

Successor to

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HEADING SAWING MACHINES,
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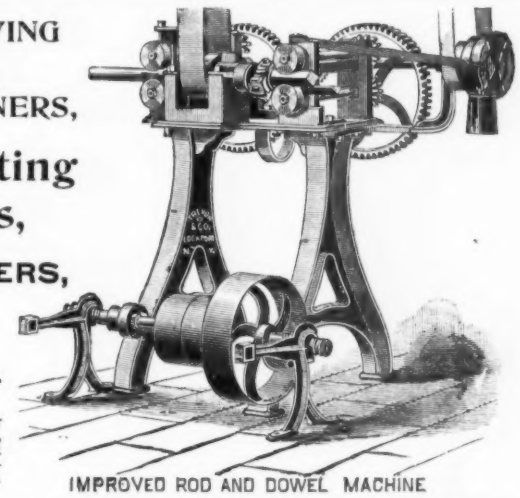
Shingle Machinery.

Lathes for turning Handles for Brooms, Mops, Forks, Hoes, Axes, Picks, Hammers, Cant Hooks, and for Ball-Bats, Peavy-Stocks, Pike-Poles, Spokes, etc.



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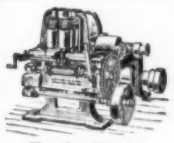
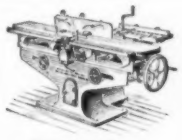
If you want Machinery for Staves, Heading, Shingles or Veneer Cutting, send for our catalogue "A." If you want Handle Machinery, send for catalogue "B." Please say where you saw this advertisement. Address as above.



Circular Resaw.

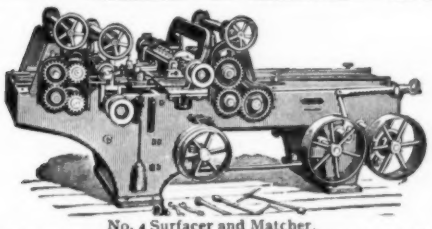


Wood Worker.

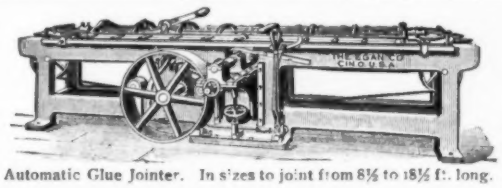
No. 1 Planer & Matcher.

Scroll Saw.

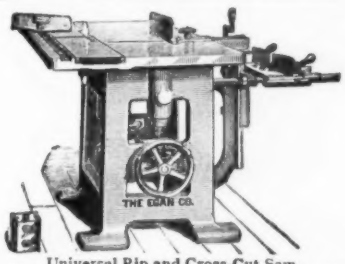
CORDESMAN MACHINE COMPANY,
Makers of All Kinds of
PATENT WOOD-WORKING MACHINERY,
26 to 36 Butler Street, Cincinnati, Ohio, U. S. A.



No. 4 Surfacer and Matcher.
Surfaces on two sides material up to 24 ins. wide, 6 ins. thick.
Matches 14 ins wide



Automatic Glue Jointer. In sizes to joint from 8½ to 18½ ft. long.



Universal Rip and Cross-Cut Saw.
For Sawing, Planing, Jointing, Boring, Gaining, Tenoning and Panel Raising.

Wood Working Machinery

For Planing Mills, Furniture Factories,
Spoke and Wheel, and Carriage and Wagon Makers, Etc.

An inspection of our 312 page Illustrated Catalogue, which we will gladly send you if you have use for it, will convince you that we make the most complete line and the Heaviest and Best Machinery on the market. Do you want a copy?

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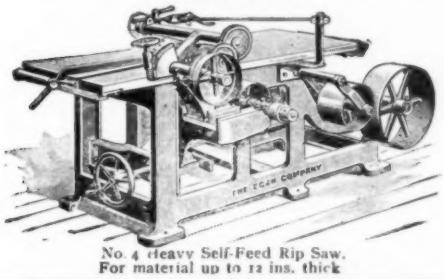
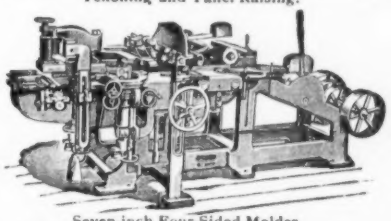


No. 4 Heavy Self-Feed Rip Saw.
For material up to 12 ins. thick



Seven-inch Four-Sided Molder,
Heaviest and best Molder of its width made.

MANUFACTURERS — E. C. ATKINS & CO. — MANUFACTURERS

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BRANCH HOUSES { Memphis, Tenn. Chattanooga, Tenn. Minneapolis, Minn.

MADE FROM FINEST SELECTED STEEL.
SOLID TOOTH.

TEMPERED BY NATURAL GAS.
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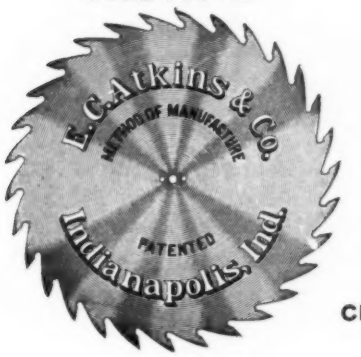
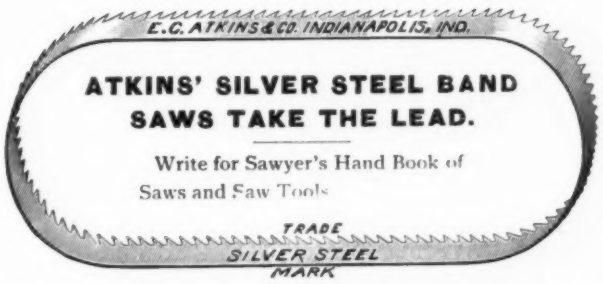
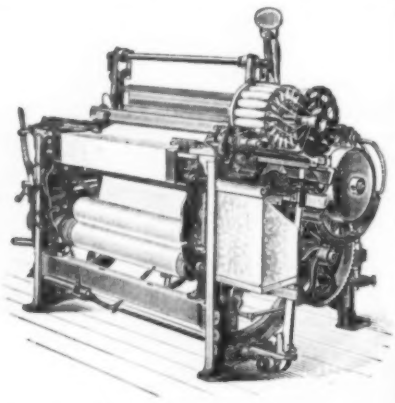


CIRCULAR, BAND, GANG, DRAG, CROSS-CUT, HAND AND SAWS OF EVERY DESCRIPTION. CYLINDER SAWS RE-STEELED.

LOWELL MACHINE SHOP,
LOWELL, MASS.
# Cotton Machinery
We Manufacture Everything Required for the Complete Equipment of Cotton Mills.
Plans and Estimates Furnished on Application. Correspondence Solicited.

# Southern Cotton Mills



Present an absorbing subject to the manufacturing public at the present time, especially those who have had the enterprise to equip with

## NORTHROP LOOMS

thus augmenting their own natural advantages.

THESE LOOMS ARE RUNNING AT THE

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| Pelzer, | Lockhart, |
| Spartan, | Henrietta, |
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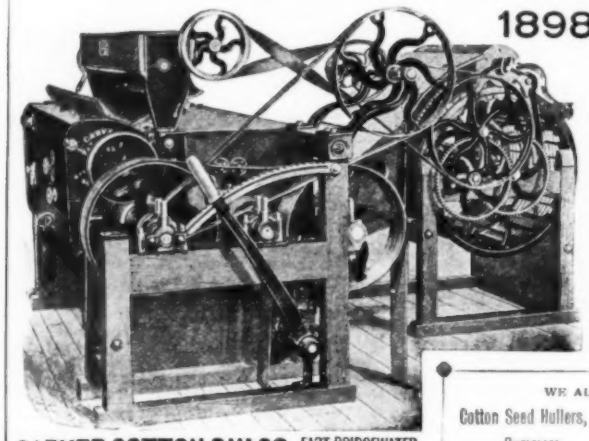

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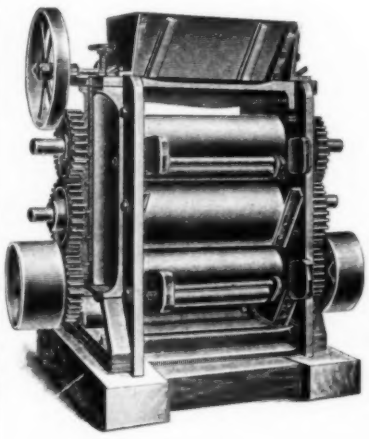

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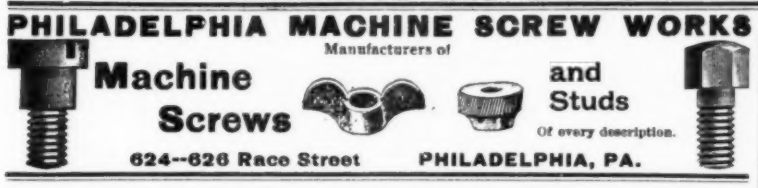

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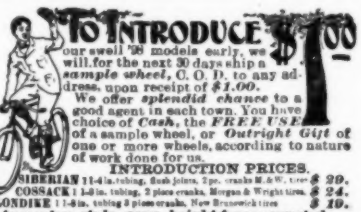

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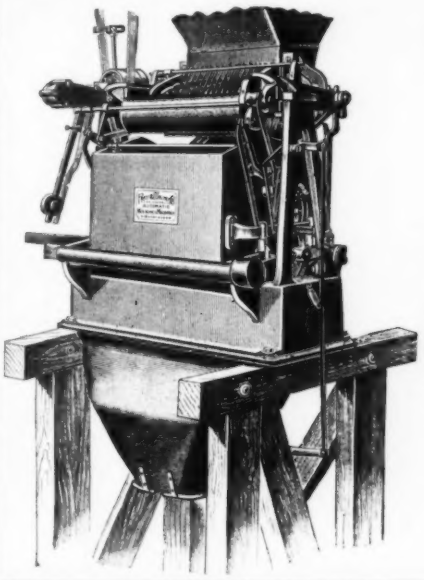

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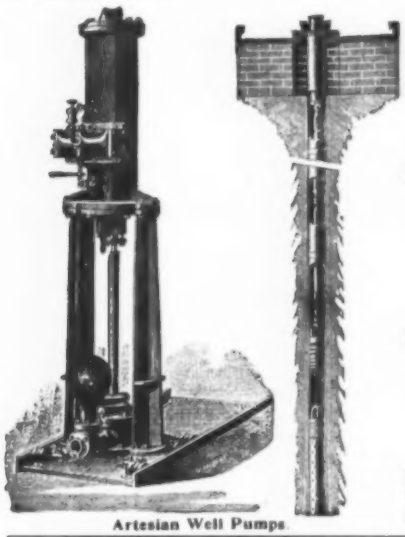

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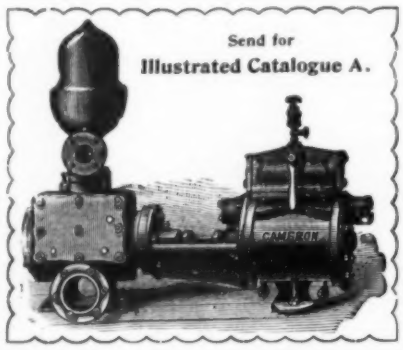


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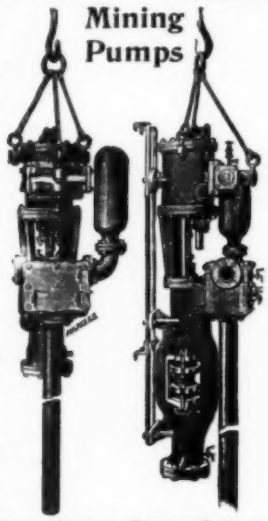

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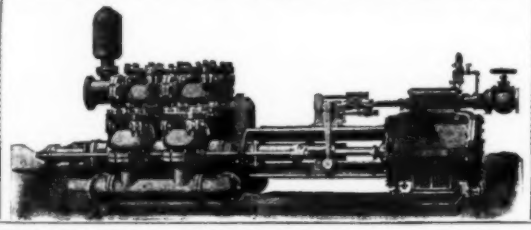

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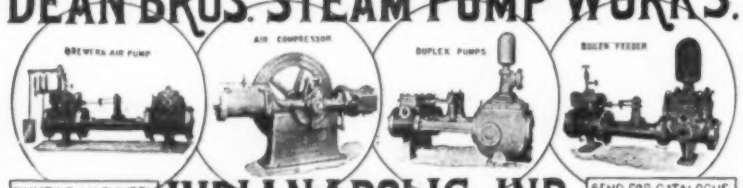


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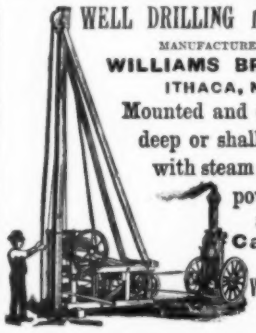

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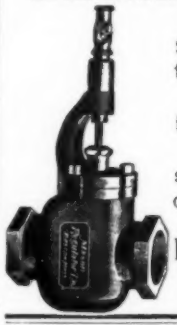

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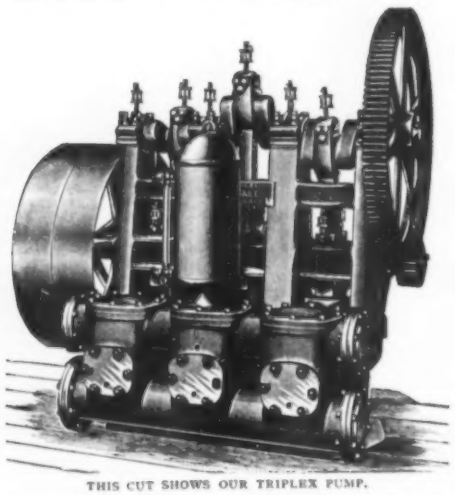

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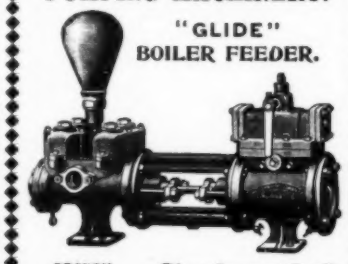

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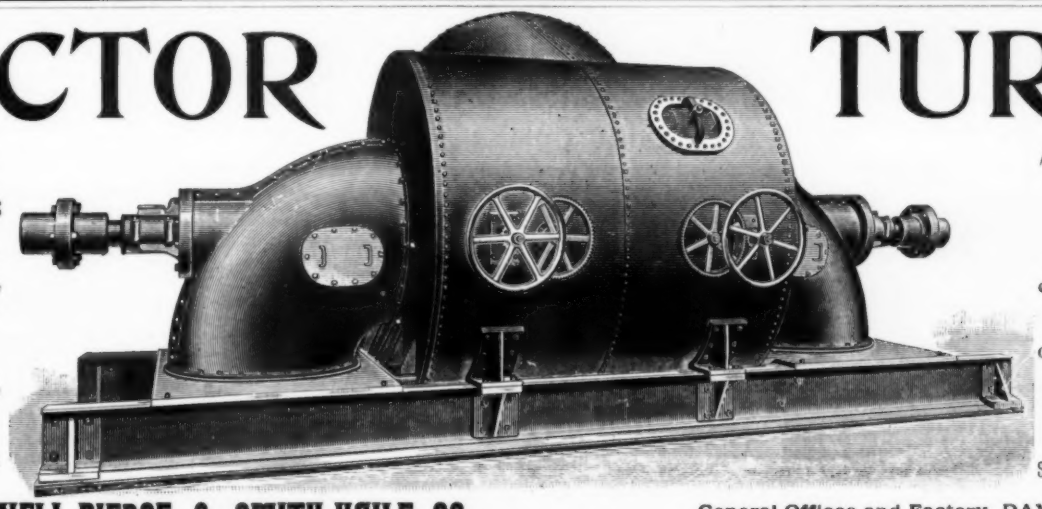

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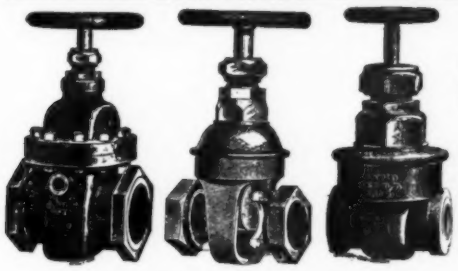

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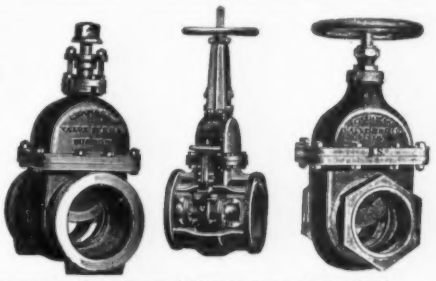

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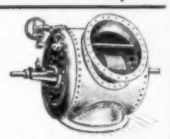

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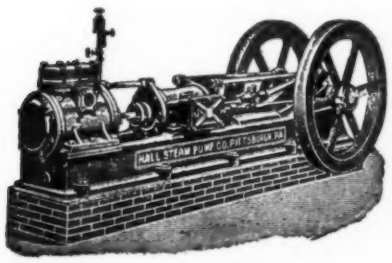

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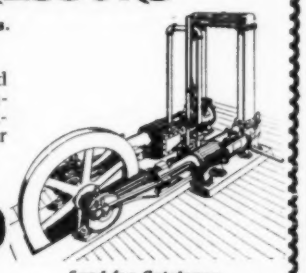

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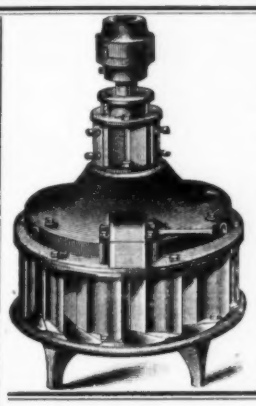

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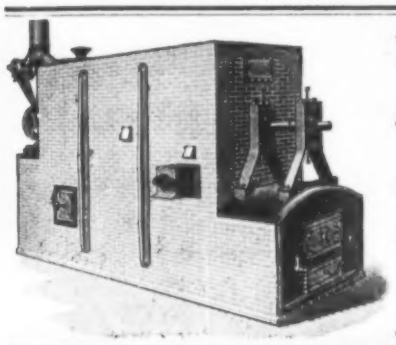

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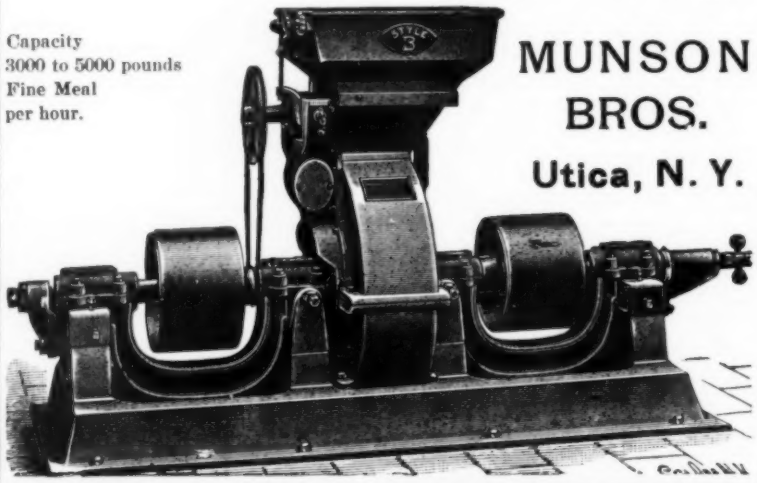


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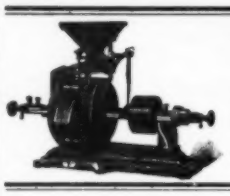

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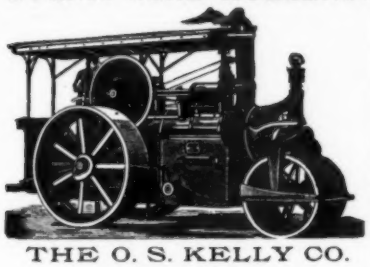

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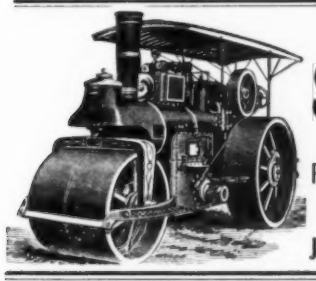

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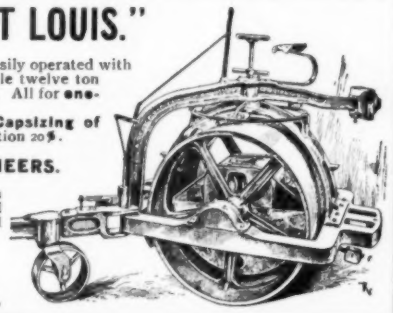

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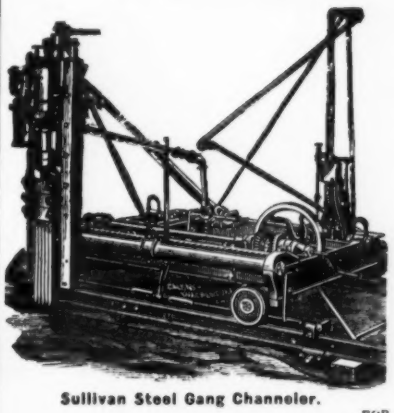

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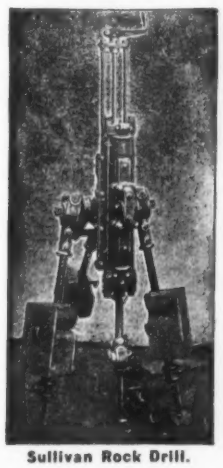

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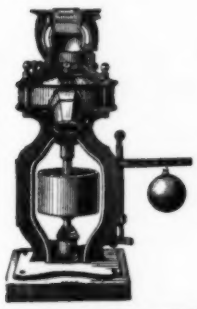

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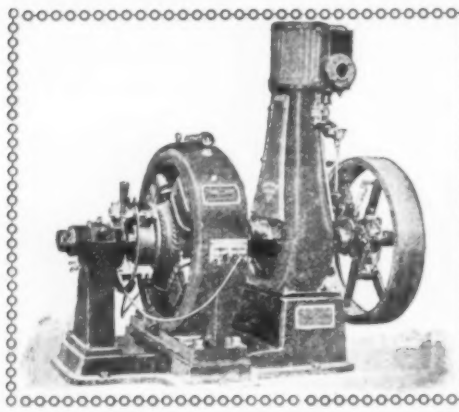

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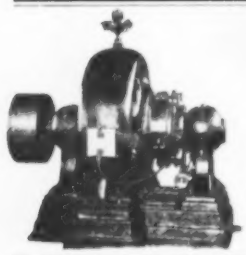

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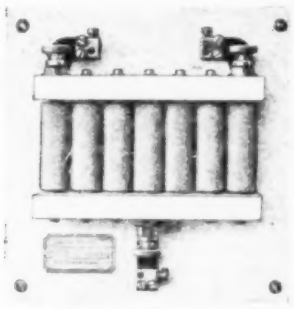

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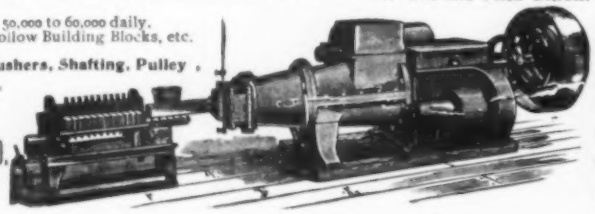

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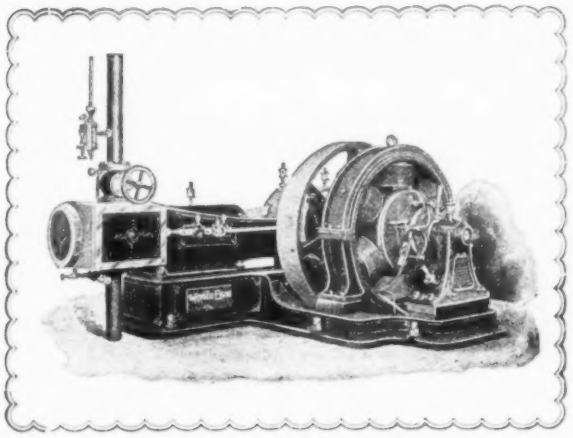

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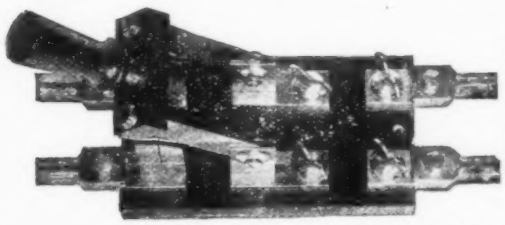

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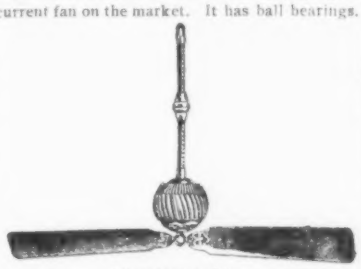

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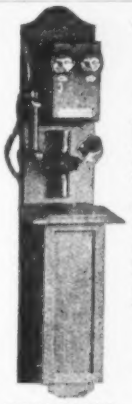

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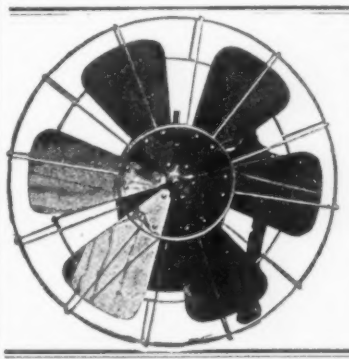

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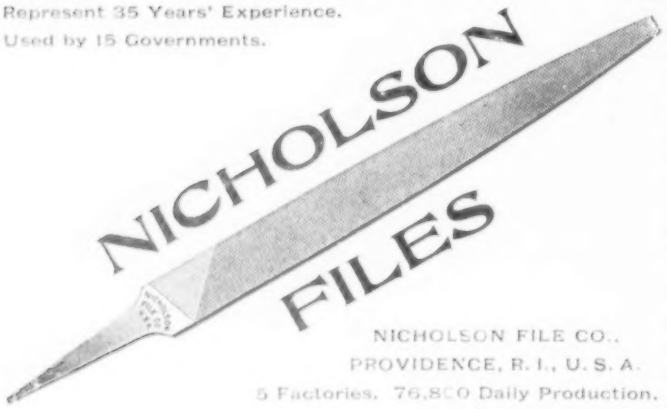


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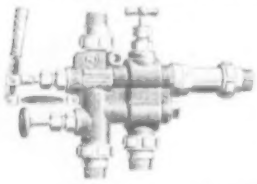

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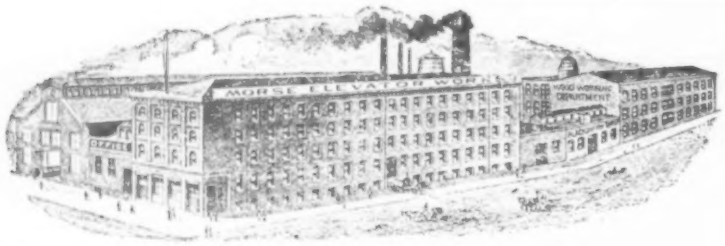

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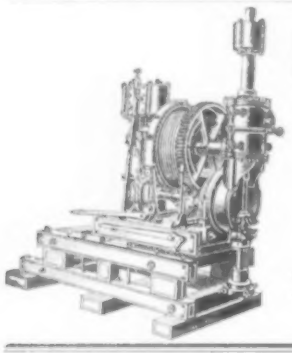

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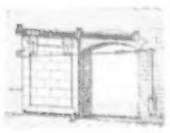

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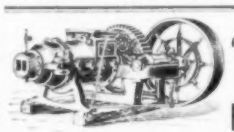

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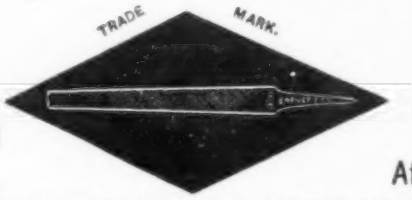


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